

ON SALE:

DIRECTORY & CHRONICLY

FOR 1911.

Complete Edition Sattlements throughout the

HONGKONG, THURSDAY, AUGUST 31st, 1911. 四拜證 號一十三月八年—十百九千一英港香 PRICE, \$3 PER MONTH. 號四十四百六千六萬壺第 日八初月七年三統宣

ESTABLISHED 1857

PIANOS

" Four Fingers," by F. W. White. "Phyllis," by C. G. Moberly.

"Le Gentleman," by E. Sidgwid. Mrs. Maxon Protests, by Authory Hope.

THE WEST IN THE EAST, by THE UNKNOWN ISLE, by Pierre de Coulevain: A French Criticism of England, translated by Alys Hellard

ROMANTIC CALIFORNIA, Ernest Peixoctto; Illustrated with "BOB" and "BLACK and WHITE;" CRICKET BATS

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TIME TABLE.

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8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m. every 15 minutes.

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8.00 . m. to10.30 a.m Every 15 minutes.
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BILTHS. On August 19th, to Mr. and Mrs. Rudingto ECKFORD, of Trington, a rughter. On August 21st, at Shanghai, to Mr. and Mrs. Alle RT TAYLOR, a daughter. On August 21st, at Shanghai, to Capt. and Mis. Schielschorst, a son.

On the 30th August, at St. John's Cathedral, Hongkong, by the Right Rev. the Bishop of Victoria, assisted by the Rev. A. B. Thornhill M.A., JOHN FARRAR MACGREGOR, eldest son of John Macuregor of Eraham, Sussex, to DOROTHY ANNETTE SHELTON, daughter of A Shelton Hooper, Rougemont, Hougkong. [108]

WARRIAGE.

# Che-Haily

Hongkong, August 31st, 1911.

Few recent books on China have attracted greater attention than "A Chinese Appeal to Christendom concerning Christian Missions," published by the Rationalist Press Association of London. The author's name on the title page is given as Lin Shao YANG, but every reader of this remarkable book must find it difficult to believe that it - could have been written by a Chinaman. A Chinese correspondent in a letter we published a few days ago declared himself to be positively certain that the book was no reasons for his assertion. We observe wes ward. that letters to the same effect have been published in one of the London papers. Dr H. T. Hodgkin, who has resided for many years in Chengtu, West China, has publicly challenged the assumption of the Chinese authorship of the work. His contention is that the point of view revealed in the book and a good deal of the phraseology used is attempts the boy, who was nearly cheked, was by no means in keeping with the assumption

that its author was a Chinaman, and he definitely challenges the Rationalist Press. Association to state whether the writer of the book was, as the name LIN SHAO-YANG implies, and has been assumed all along, a native Chinese, or a European resident in China. Without ascribing the book to any definite writer, Dr. Hodokin mentions that it contains strong points of similarity with a recent book by the well-known Anglo-Chinese author, Mr. PUTNAM WEALE, The manager of the Rationalist Press Association, seen by a Daily, News representative, declined to make any statement on the subject. Another correspondent declares the highly cultured and destructive Chinese myth." "Substitute a high-placed Govern-Firent Official twho is not a Chinaman for LIN SHAO-YANG and you have the real author." A Mr Edward Baken writes: "Although not yet at liberty to disclose the source of my information. I am quite satisfied personally that whom the 'heathen Chinee' is produced he will turn out to be capacity in China." The challenge remains unaccepted, and no attempt appears to have publishers and the author that the book was of the book the author writes of "we Chinese," and of interpreting western modes of thought to "my fellow-countrymen," and throughout the work the writer represents himself to be a Chinaman. Whoever the author is, it is abundantly clear that he book is so ably written, and the whole argument of the work so convincingly presented, at once ruises a doubt as to the author being a Chinaman. Then again it may be said that no Chinaman would be likely to read so extensively as the author of the Appeal have

is known as the Higher Criticism. Has any 29.60 2.55 Chinaman, we ask ourselves, written so well on any subject in the Eu lish language as Erra Smao Yang has done in this book We know of only one who can be at all compared with him -Mr. Ko Ming, M.A., 2. Baritone Solo of Shanghai who writes eloquently in the English language, is an omniverous reader, and possesses a marvellously retentive memory, for, like Lan Shao Yang, he is over ready to furnish authorities for his. statements. We do not think, however, that the "Appeal to Christendom" is the work of his pen, any more than we think it was written by Mr PUTNAM WEALER With regard to the "point of view" and phraseology not being Chinese, we should hesitate to subscribe to the belief that the book was not written by a Chinaman on those grounds, for it is possible that long residence in a foreign country under the best educational influences may be sufficient to account for this. But the number of Chinamen capable of writing for it was seen also by a number of native such a book must be few, and our oubt concerning a Chinese authorship arises from the fact that Lin Suno Yang, this brilliant

done on the deeper problems of western

religion and philosophy, associated with what

Lieut.-Colonel Sir Joseph Fayrer, Burt. M.D., has retired from the Army on retire:

writer of English, this deep student of

religion and philosophy, is entirely unknown

to us, or apparently to any missionary who

has challenged the representation that the

book was written by a Chinaman. It is

incredible that a cultured Chinaman capable

of writing a work of this character could

have remained "mute and inglorious" and

should still refuse to be drawn to the foot-

lights by a direct challenge.

For stealing a jacket from a woman in pawnshop Mr. Hazoland at the Magistracy yesterday sentenced a Chinese to six weeks' imprisoument and four hours' stocks.

Lieut. Col. A. Chapman, who went Home it command of the Hongkong-Volunteer-Contingent for the Coronation, returned yeslerday by the English mail steamer.

The formal opening of the Chinese Y.M.C.A night school for men takes place to-night whon Dr. Wan Tun Mo will lecture on the value of an education and how to get it.

The tenant of 15, Coombe Road, Magazine Gap, has reported to the police that a watch and chain, jewellery and bedding to the value of \$300 were stolen from his house on Tuesday. -

The American Consulate-General yesterday received the following Tophoon, Warning, fr m the Manila Observatory :- Menila, August 30th. Cyclone or typhoon S.S.E. of Naha. moving Y. or N.N.E." A telegram received at not written by a Chinaman, though he gave 6 p.m. reported the typhoon to be inclining

Some native boys were catching fish in the shallow part of a river at Tanah Tinggi, says had caught between his teeth so as to have his hands free. The fish wriggled and partly slipped down his throat. -It could not be taken out on account of its spikes, . After several vain taken to hospital.

The police have been notified by an apprentice TELEGRAMS. tailor from 4, Gough Street that on the 28th instant, while he was walking along Square Street, a man snatched a parcel from under his arm containing three shirts valued at \$15, and run in the direction of Hollywood Road. The tailor said he was unable to describe or identify

A Burma paper says :- A match is being arranged to be fired shortly between Simla and volunteer rifle clubs in Penang, Singapore, Hongkong, Shanghai, Rangoon, Colombo and other stations. Briefly the conditions are, dist nees 200, 500 and 600 yards, Bisley targets, a toam of six men each to be nominated before

The Vienna Allgemeine Zeiteny learns that eritie of Christian Missions to be a pure the Emperor of Japan intends to pay an official visit to the Chinese Court either this year or in the first half of 1912. The journal adds that the object of this, the first foreign tour that any Japanese Emperor has undertaken, will be to strengthen Japanese influence in China and tions. induce the Chinese to decelerate the reformation of their country.

While on duty in Connaught Road Central a cultured Englishman working in an official vestorday Lance Sergeant Perkins detained a big riesha coolie for not having a licence. The coolie struggled violently and called upon a gathering mob to stone the policeman, which been made to defend the representation of the some of the men did. Sergeant Perkins, however, held fast to his man and eventually landed written by a Chinaman. In the opening lines | him at the Central Police Station. The coolie was charged before Mr. Wood at the Magistracy yesterday, when he told his Worship that he was fresh from the country and did not know what a policeman was. He was ordered to pay a fine

The following is the programme of the knows his China well. The fact that the Concert to be given on Saturday under the prevailing in parts of India, the King has auspices of the Hongkong Volunteer Corps :-

> Ca t G. P. Lammert. 4. Vocal Duct ..... There was a time" .... Sullivan will be reduced. (From ' - he Gondoliers') Surgeon and Mrs. Schofield.

Solected Mr. W. A. Hannibal, 5. Selection from ... tolengrin' The Band of the K.O.Y.L.I. 

I. Selection from ..." The Arcadia a " .... Monekton The Band of the K.O.Y L.I.

3. Centralto Solo "Land of Hore and Glory" Elgar Mrs. A G. Gordon. 4. Violin Solo ..... "Air de Ballet" .......... de Berlot Professor Convules. " Mary of Argyle'

GOD SAVE THE KING, Accompanists: Mrs. Barrington, Miss Dorothy Gordon, and Mr. George Grimble.

platuresque story. The vicinity of the local -Y.M.C.A. is hardl the place one would expect to see snakes at the pristine blush of dawn. Yet we are assured that a most extraordinary sight was witnessed there the other morning. Those of the residents who were up at the virtuous hour of six or thereby that day, looking out across Stamford Road could see a huge python comfortably wrapped round the top of a lamppost opposite. It was no hallueingtion, anyhow, passers by who gathered round and gaped. The news got about quickly and brought from his couch the Chinese taxidermist who stuffs the trophies of the local, "sports." He hurried to the scene armed with a pole with a noose at the and of it. With the end of the pole he unceremoniously chucked the sla-ping reptile under the chin. Whereat the latter put his head out, yawned at the assembled company, and said, as plain as eye can speak : "Just give us another five minutes, you chaps; it's only six o'clock." But the worthy taxidermist wanted his company badly, and so, before Mr. Python could compose himself again, the noose was round his head and he was jerked on to the ground. They carried him to the taxidermist's place in triumph and what happened thereafter history recordeth not.

### IMPENDING DEPARTURE OF COLONEL BEDFORD, P.M.O.

Colonel W G . A Redford, C.M.G., Principal Medical Officer of the South China Command, has been selected for the eappointment of Principal Medical Officer of the London Distriot, which comprises the garrisons of the Metropolis and Windsor, and is chiefly composed of the regiments of Household Cavalry and of the Brigade of Guards. We understand that Colonel Fedford will proceed Home in the transport Robilla, leaving here in November, and that he is being succeeded by Lient. Colonel Irwin, from Tientsin, who will shortly receive his promotion to the rank of Colonel.

# NAVAL CADETS AND A FOREIGNER.

An amusing incident occurred at Harwich recently. The defences were manned for repelling an attack by torpedo-boats, and excitement, was rife. It became more intense when a section of the Ilford Naval Cadets, encamped at Dovercourt, marched into the camp of the local Territorials escorting a well-educated man of foreign nationality. The Cadets stated that he had been caught while making his way into the Territorial camp shortly before eleven o'clock. The man, who spoke with a foreign accent: decied that he was a spy or that he was on malicious intent. The officer in charge, howthe Java Bode, when one of them put a fish he entangled in the barbed wire surrounding the Beacon Hill fortifications. The "prisoner" I smilingly admitted that the lady was his flances. and explained that in attempting to scale some fences they had found themselves entangled in the barbed wire defences. The lady was escorted to a local hotel, and on receipt of telephonic messages substantiating hig statements he was

"DAILY PRESS" EXCLUSIVE SERVICE.

THE NEW JAPANESE CABINET.

Tokyo, August 30th. The constitution of Marquis Saionii's

Cabinet is announced. Count Uchida, Minister at Washington, becomes the Minister for Foreign Affairs.

Mr. T. Yamamoto, formerly of the Bank of Japan, is appointed Minister of Finance. General Ishimoto is Minister of War.

Admiral Saito, Minister of the Navy. Baron Hayashi, Minister of Communica-

The appointment of M. Yamamoto as Minister of Finance is welcomed in financial

THROUGH REUTER'S AGENCY.]

THE DELHI BURBAR

PROGRAMME CURTAILED IN CONSEQUENCE

London, August 30th. It is officially announced that in consideration of the scarcity due to the drought approved a curtailment of the programme 1. Selection from ..... The Dollar Princess' ..... Fall for the Durbar, whereby the military 2. Tenor Solo . "Love, could I only tell thee "... Capel manceuvres will be abandoned and the 3. Mozzo Soprano Solo "The Slave Song" T. del Riego | number of troops attending the ceremony

### THE UNREST IN BRITAIN.

London, August 30th. Mr. Lloyd George, in laying the foundation stone of a chapel in Glamorganshire said that a wave of impatience with the harshness of the present economic conditions was sweeping the country. Multitudes, despite grinding toil, were unable to keep body and soul together, while others enjoyed a superabundance. Unless the country set itself to remove the fundamental causes of The Straits Times relates the following labour unrest, the next strike would be worse than the last.

OBITUARY.

Lonnon, August 30th. H. H. the Nizam of Hyderabad, the

premier Prince of the Indian Empire,

deceased Prince was born in 1866 succeeded his father in 1869, and assumed charge of his Government in 1884 The population of the State exceeds eleven millions.

JAPAN AND RUSSIA

London, August 30th.

An exchange of telegrams between the Emperor of Japan and the Tsar of Russia refers to the settlement without arbitration of the last claims and differences arising out of the war, including the question of the hospital ships Angara and Orel, captured at Port Arthur, which the Prize Court decided were legal prizes. The Angara has been restored to Russia, who recovers the Orel on paying a sum of Yen 150,000.

### THE KAISER'S SPEECH.

London, August 30th. The Kaiser's Hamburg speech is various-

ly interpreted by the Press as "a peace speech," and "a navy speech." Tie amendment to the navy law has long been expected as the result of the Morocco crisis. Consequently the speech is regarded as an official inauguration of the navy law amendment.

> ALLEGED ESPIONAGE IN ENGLAND.

London, August 30th. The German Schultz has been committed for trial on a charge of espionage. A witness who co-operated with the police gave evidence-to having received promises ever, detained him. Later a lady was found money for naval information from the accused, who gave a written undertaking to pay £25 for a certain report. Schultz had informed the witness that he knew Portsmouth and Woolwich very well, and that he also knew Chatham.

### WEDDING IN HONGKONG.

A wedding in which great local interest was manifested, was celebrated at St. John's Cathedral yesterday afternoon when Mr. John Farrar Masgregor, son of Mr. John Macgregor and Mrs Macgregor, of Ersham, Hailsham, Sussex, and Miss Dorothy Annette Shelton, Caughter of Mr. A. Shelton Hooper and Mrs. Shelton Hooper. Rougement, Hougkong, were united in the bonds of matrimouy. A large congregation crowded the Cathedral, and it is safe to say that not for some time has a like event in Hongkong attracted so much attention, a tribute to the popularity of both parties, ' For the occasion the altar and chancel were adorned with white The bride was given away by her father.

Sho was daintily attired in a dress of white satin charmonse with tunic of white not and silver | anco with the arrangements referred to at the beads, and were an embroidered Brussels net last meeting when he mentioned that the voil and orange blossom. She was attended by impleamation of Boll's Asbestes Company Miss Hutton Potts, Miss Dorothy Gordon, and Limited, of London; and the United the Misses Gerrude and Dorothy Page, the Asbestes, Co., Ltd., of London, had bridesmaids' drosses being of embroidered Indian resulted in a division of territory whereby inusiin and Irish crocket, while they were white they now acted at the sole representatives chip hats with pink La France roses and blue in Hongkong and South China of the Amala ribbons. The "best man" was Mr. Claude Evans | camated London Companies. Their biggest of Shanghai. The service, which was fully asset was their stock, and, as usual, this had choral, was conducted by his Lordship the been carefully checked and examined and full Bishop of Victoria, assisted by the Rev. A. B. allowance had been made for all goods which Thornbill, M.A., and Mr. Denman Fuller i showed signs of, or were subject to, deterioration. officia ed at the organ. The hymns "Licve Divine" and "O Perfect Love," were sung, and the party; having returned from the vestry, left the church to the strains of Mendelssohn's Wedding March and to the accompaniment of a merry peal or belis A reception was afterwards held at Kingsclere, kindly lent by Mrs. Sachse, at which the toast elected auditor. of the bride and bridegroom was, proposed in very happy terms by Sir Francis Piggot. Mr. Macgregor made an appropriate response and gave the teast of "The Brides waids." The bride's going away costume was of white Franch muslin and Irish crochet, with hat of old rese Tegal with studed pink roses.

The presents were very numerous and included the following ;-

Bride's Parents, silver tea set and pearl ring; Bridegroom's Parents, diamond pendant and cheque; Bride to Bridegroom, pearl stude; Bridegroom to Bride, diamond croscent brooch; Bridegroom to Bridesmaids, gold and jade br celets and bouquets; H. E. The Governor, silver rose bowl.

### NEIGHBOURS AT VARIANCE.

FURTHER EVIDENCE.

The Causeway Bay assault case again came on for hearing before Mr. F. A. Hazeland at the Magistracy yesterday, when Alfred Walters, Chief Engineer of the French steamer Charles Hardowin, summoned Theodore Braun, of the China Sugar Refinery Co., on charges of assault killing a chicken, and using abusive language. The defendant brought a cross-summons for assault again t Mr. Walters and his wife,

Mr. J. H. Gardiner appeared on bohalf of the original complainant, and Mr. M. Rorder Harris (of Messrs. Wilkinson & Grist) represented Mr.

Tang Cheung, an amah in the employ of Mr Brawn, spoke to remembering the quarrel, which occurred on a Wednesday afternoon. While on the verandah of No. 4, Moreton Terrace, she heard a ricsha coolie call out for a policeman. Her master told the coolie to take the rieshs away, but as he did not do so, Mr. Brann ran it on to the polo ground, and bumped against a number of hencoops. The bump caused the fall of her master as well as the riesha. Then a gentleman from No. 5, the complainant, argued with her master, and pushed him. Her master gave him a slap. Mr. Walters then took out a stick; which the complainant took and struck her master. Then the police arrived. Witness did not see her master strike the mistress of No. 5. In cross-examination witness said she was mending socks on the staircase of the first floo

when the quarrel crose. Her master imitated rieshs coolie when he took hold of the rieshs. This was the last witness for the defence, The solicitors then addressed the Court, and the hearing was again adjourned, to enable his

CHARACTER ON A BAG.

Worship to consider the evidence.

HOW THE CONTINENTAL PORTER JUDGES TRAVELLERS.

The manner in which the traveller has his character written on his luggage for the benefit of norters and hotel servants is described in the Matin. Little scratches on the bass are made after the traveller has given a "tip, and these marks are understood by all porters and other employes.

A horizontal line on the right hand top corner of the bag means that the owner gives very small "tips" and should be boycotted when possible. A diagonal scratch on the lower left-hand corner signifies "exacting and disagreeable." A cross in the lower right-hand corner means "exacting, but generous," and small vertical marks near the look " very generous." A curred mark on the left-hand upper corner signifies "inexperienced, has not travelled

### SURGEON ON SMOKERS.

The varying effects of tobacco as a cause of diseased conditions of the month were referred to in a speech delivered recently by Sir H. T. Butlin, F.R.C.S., at the opening of the International Dental Federation Congress at the Royal College of Surgeons, London.

People whom he had known to smoke digars and cigarettes from morning to night often had the healthiest mouths. On the w her hand, he had seen persons with one patch of disease on that part of the tongue where the smoke impinged; yet they were moderate smokers. It was a question of the susceptibility of the

### COMPANY MEETING.

THE UNITED ASBESTOS ORIENTAL

AGENCY, LTD. The fifteenth annual general meeting of shareholders of the United Ashestos Oriental Agency, Ltd., was held at the Offices of Mossre. Dodwell & Co., Ltd., Queen's Building. yester-

Mr. G. H. Modhurst presided and there were also present :- Messrs, A. Ritchie, A. Denison and G. R. Edwards, secretary

The CHAIRWAN, in the course of his speech

said their nott profits for the financial year ended the 31st May last were approximately the sumo as those of last year, falling short only by some \$250, so that they were enabled to maintain the same dividend as for the two preceding years, viz: 15 per cent. The Shanghai and Singapore branches had been closed in accord-

There being no questions, the CHAIRMAN moved the adoption of the report and accounts. Mr. DENISUN seconded, and the motion was

On the motion of Mr. Etars, seconded by Mr. Rirchie, Mr. W. Hutton Potts was re-

THE CHINEST CORONATION SERVICE IN HONGKONG.

THE KING'S ACKNOWLEDGMENT.

The Bishop of Victoria sent to His Majesty. the King a copy of the form of service used by the large congregation of Chinese Christians at St. John's Cathedral on the Coronation Day. The Bishop yesterday received the following

Buckingham Palace.

July 29th, 1911. My Lond, -Your letter of the 6th July and the form of Chinese Service held on the occasion of the Coronation have been

laid before the King. His Majesty is much inferested in reading your letter and is deaply touched to think that so many Chinese Christians assembled at St. John's Cathedral on his Coronation Day to offer their prayers for the welfare of His

Majesty and the Royal Family. I am, my Lord, Your obedient servant,

CLIVE WIGRAM. The Right Reverend The Bishop of

Victoria, Hongkong.

OZONE WATER STERILISATION. Continued progress is, says the Builder, being made in the adaptation of ozon- to the purification of drinking water for the supply of towns and cities. Apart from examples in America, the ezone plants at Chartres, Florence, Hermannstadt, Nice, Paderborn, Paris, Villefranche, and Wiesbadou are sufficient and emonstrate the scientific and commercial success of the system. whose claims have been fur her recognised by the decision of the Paris Municipal Council for install two additional plants each of 9,900,000 gallons output dady, and by the 11,000,000 gallon plant recently complete that St; Petersburg. The latter has been installed at the Penkowaja Waterworks, drawing supplies directly from the Neva. Before treatment by ozone the water is clarified and rapidly filtered to remove impurities in suspension. The clarifying process is conducted on the American system, involving the use of alum as a congulant, and filtration

### where crushed flint takes the place of sand. 1MMIGRATION TO THE STRAITS

by a series of Howatson mechanical filters,

At a meeting of the Immigration Committee held at Penaug on August 23rd, Mr. Clayton, who presided, intimated that the total arrivals from Southern India, with deck tickets, for the half-year ended June 30, were 51.692, whereof 45,698 had free tickets, against 31,503 with free tickets in the correspondin period of 1910. The total of those who returned to India in the first half of 1911 was 25,114.

The Committee intend, if finances permit, to pay from the Immigration Fund all quarantine expenses on account of coolies imported with free tickets from January 1, 912; but no definite decision will be come to till the Nevember

As the result of the Committee's inspection of the quarantine camp, Palan Jerejak, on Mouday, a number of recommendations on the accommodation for coolies and improvements required have been formulated for transmission to Government.

COLONIAL SECRETARYSHIP OF THE

Mr. R. J. Wilkinson, at present British Resident; Negri Sembilan, has been offered and has accepted the appointment of Colonial Secretary, Straits Settlements, in succession to Mr. E. L. Brockman, C.M.G. who becomes Chief Secretary, F.M.S., when Sir Arthur Young, K.C.M.G. assumes the Governorship.

Mr. Wilkinson, sa s the Straits Times, who is forty-four, has twenty-one years of Government service in Malaya to his credit, the greater share of it in various parts of the Colony. In 1903, he went from Singapore, where he had bee officiating as second magistrate, to the F.M.S. as Inspector of Schools, a department in which he had at various times been employed in the Colony. In 1906, he became district officer. Batang Padang. Perak and acting secretary to the Resident of that State, and in 1909 was appointed Secretary. A year later, Mr. Wilkinson was made acting British Resident, Negri S mbilan, and has since filled that post. Mr. Wikinson is known in the Colony as well for His conscientions and zenlous services as for his scholarly attainments and his wide knowledge of the Malay people and language, and his many friends in Singapore will be extremely gratifled to learn of his promotion to higher rank.

August 9th.

REPORT ON SHIPPING. The report of the Hamburg Shipowoors' Association for the year ending June 30 istates that the shipping trade during the period under review has continued brisk, but has lately become less satisfactory as regards the passenger traffic, in consequence of the effect of the unsettled state of affairs in the United States on emigration from this side. The cargo business has however, kept fally up to that of the previous year, and the regular steamship comp nies have again been obliged to charter extra steamers in order to cope with the demand for freight space. This has led to the placing of extensive orders. for now vessels by them with Englishand German shipbuilders, the Hamburg-American Line, for instance, having ordered two large steamers in this country, which for size and outfit," it is said, will surpass any launched Owners of boats not engaged on regular roules are, however, still acting with considerable caution, not a single new tramp steamer being on the stocks in thi country at the moment, for, although they have found profitable employment for their vessels during the past year or two, it is obvious that only by a most conservative policy can they hope The further installation of apparatus for to maintain present rates to obtain or pu advance on the same.

It appears that the working exponses continue to grow heavier owing partly to the higher scale of wages introduced by most of the German owners; and partly to the increase in the cost of new ships and their equipment. It has been proved by actual facts that they exceed those of other mercantile marines, more especially those of the Scandinavien, in many instances by as much as 30 per cent, and only this gummer Justhe German Admirally accepted the tender of a Norwegian firm for the coaling of the high-son fleet as being by fer the cheapost. The report thinks that this is much to be regretted. and ought at any rate to-convince the authorities in Berlin that German trade should not be further handicopped in its competition with social-taxation.

If tramp, steamers have done well (and there is a every prospect of fair employment for them during the autumn), sailing vessels, too, have shared in the improvement, although rates are still not altogether satisfactory. The high steamer freights to the River Plate and the low home rates have given railing vessels a good opening, whilst the demand for Australia and the west coust of North America and the return journey has continued brisk; rates from the Chilian por's were, however, poor owing to the Stagnation in the nitrate of soda trade. The value of sailing tonnage has consequently increased, although owners in Great Britain seem still disposed to part with their ships and to replace them by steamors. The chief purchasers. the lower scale of wages prevailing in those countries and the absence of heavy social-taxation, appear to succeed in making sailing craft pay. - The report expresses the wish that the German Gevernment, in negotisting new, commercial treaties and in prolonging and revising old ones, will give greater consideration to the shipping interests of the country than has been the case hitherto. German shipowners, having at all times strengously opposed the introduction of State subsidies, have all the more right to expect that every effort be made to secure for them all-the advantages enjoyed by the "most favoured nations in foreign ports. Government, it is alleged, does not seem to fully recognize the importance of the carrying and foreign trade of the country, for of the twelve new members added to the Economic State

### to be most inadequately represented. EMPLOYES INSURANCE.

The proposed pousion insurance law for employés, if passed in its present form, wil prove a heavy charge on, shipowners, and it is therefore a matter for congratulation that there appears to be every chance of amendments being accepted which will permit the pension funds instituted by all the large shipping firms to. remain in operation, and this all the more as they offer greater advantages to the staffs than the State organisation now under consideration,

MARINE INSURANCE. Referring to the draft of a new German marine insurance policy proposed by the Associntion of Hamburg underwriters, the report goes on to say that members of the Shipowners Association had taken part in the conference of representatives of the different branches of trade concerned, which was convened by the Chamber of .Commerce, but that the underwriters had -displayed little inclination to meet the wishes of insurers. Should-the proposed alterations in the terms be insisted upon, it would necessarily Keweit, vid Bombay. While the cases were between Penang and the Federated Malay act injuriously on the German insurance business, and it was therefore to be hoped that the Chamber of Commerce would use its influence to

BILLS OF LADING. Negotiation for the introduction of a unifor m German bill of lading are, it is stated, still going on, and are expected to lead to a satisfactory conclusion in consequence of the extensive concessions | large quantity of whim unition were found nicely shipowners have declared themselves willing to make. Shippers should, however, remember thatthe conditions in foreign ports differ considerably from those at home, and that the difficulties | Britis Government's boats policing the waters they present are such as to render a uniform bill of lading for all ports on hard and fast lines well-nigh if not altogether impossible. SUEZ CANAL

With regard to the Suez Canal, the necessity of accelerating the work of widening and

deepening it is strongly urged, as so far only a depth of 26 feet is provided, whilst many modern steamers draw as much as 35 feet. The reduction of the dues from fra. 7.75 to fra. 7.25, which came into operation on Jan. 1, is hailed with atisfaction, but it is thought that, as the dividends go on increasing every year, that for 1910 having been frs. 158 per share against frs. 150 for the previous twelve months, and as the receipts for the first six months of the present year at the lower rate show no diminution compared with those of the first half of 1910, a further reduction would not appear likely to materially affect the profits of the shareholders, and it is Therefore hoped that the lowering of the dues to frs. 6.75 promised for the 1st of January next may be but another stop in that direction.

### INLAND NAVIG TION DUES.

The government hill for the introduction of inland navigation dues, although somewhat modified since its inception, still meets with decided opposition on the part of the Shipowners! Association. The arguments advanced by them are those I have stated at full length in previous letters and may therefore be omitted here. The same applies the contemplated increase in the harbour and distely probable conditions, the duty of holding tounage dues in Hamburg, against which the Association enters an emphatic protest.

### WIRELERS.

wireless tolegraphy on board steamers, (139 are already provided with such is strongly advocated under certain conditions, as is also the systematic training of expert operators to serve on board. The other subjects dwell upon in the report

are of more local interest, and may be left out in order not to make this letter too long. JAPANESE NAVAL OFFICERS

### IN PARIS

A MIPTLE MISTAKE.

The official world of Paris writes correspondent, has been making much of the efficers of the Japanese fleet who are making a tour of Europe, after their visit to the Corenation, and who just now are in Paris. The other evening they were entertained by Monsieur Delease to dinner at the Menistry of Marine, and the florist who arranged the table did his foreign countries by the imposition of fresh work with an exquisite t steams appropriateness All down the middle of the table was a bar of transparent ice on which had been arranged water lilies, which were mirrored as though in clear water. Here and there were dainty little junks which looked as though they were flusting on water. The principal difficulty in entertaining the Japanese officers in Paris has been the difficulty of language. They speak little or no French, and the only European lan uage with which they are at all familiar is En. lish. And in French official circles English is curiously little spoken . M. Delcassé himself speaks it fairly well, but few of his French guests at the Japanese dinner did so, and comversation languished a little. There was a long silence between the cheese and the dessert, and an attacké of the Ministry broke it by pointing out to the Japanese officer beside him the decorations of the table. "You see," he said we have tried to pay you a little compliment. "Yes," said the Japanese. "We wished to show you the junks of your country." are firms in Norway and Finland, who, thanks to Japanese officer smiled. "Yes," he said again. " But not Japanese junks-Chinese." Nob dy laughed, but there was one of those frosts silences which almost make one forget the mad weather we are having, and then M. Delcusso who has a sense of humour, threw back his head and shouted loud with langhter-

### MEDICAL SCALES FOR MERCHAN SHIPS.

During the last few months a Committee annual cost, the commercial income, as an appointed by the Board of Trade has held a series of meetings for the purpose of investigating the supply of deugs and medical stores to merchant ships. The Committee, which mot on fifteen occasions, consisted of Dr. Burland (chairman), appointed by the Board of Trade Dr. Evans, aborepresenting the board of Trade; Dr. Broad, nominated by Liverpool shipowners Dr. Nostor Tirard: nominated by the Royal College of Physicians: Mr. Clinton Deut, nominsted by the Royal College of Surgeons; and Council during the past year four represent Mr. A. J. Phillips, nominated by the Pharmaagricultural interests, whilst commerce continues | centical Society. The whole question of the supply of medicines to ships was thoroughly discussed, and as a result a lengthy report has been forwarded to the Marine Department of the Board of Trade embodying a number of important alterations having for their object the better regulation of the supply of drugs to ships. The various scales have been considerably improved and revised. It is note: worthy that the Committee recommends that table to which have attained such great popularity with the public shall be included in ships stores in the future, but great care will be exercised in their relection. It is understood that the Committee also recomend that a qualified dispensor at ould be carried ou certain ships, in addition to the medical officer.

### RIFLES STOWED AWAY WITH SUGAR.

An important discovery was made in Prince's Dock, Bembay, on board the steamer Warconga, which had just come in from the Persian Gulf. I from foreign countries and other parts of the transhipment to the B I. S. N. Company's | protection, which is all treated as imported and shipped at Hamburg, and was destined for included, except the figures of rail traffic to merrow for Koweit, one of them accidently only. burst open and a muzzle of a rifle was then seen protruding through the case. The informaprocure a modification of the clauses objected to. tion was immediately conveyed to the is just over 1741 million dollars against a Customs authorities, and Mr. Walkins, Assis- total during the corresponding period of 1910 tent collector of the Preventive Service, pro- of upwards of 1701 million dollars. The details the cases were opened on board the Waroonga. | follows :-\* No less than twenty magazine rifles and a nacked away between layers of logs sugar. It is believed this consignment of h farms is intended for the Gulf gun-runners, who have resorted to this means of evading the vigilance of the of the Persian Gulf. While the Waroduga was at Jask, she learnt that | M S. Fox on July 20 captured two dhows which had arrived from Cochin. On searching them, -400 rifles were

### HONGKONG AND WIRELESS TELEGRAPHY.

A SINGAPORE COMBENT.

Discussing the question of wireless telegraphy and referring to the statement recently made by H.E. the Governor of Hongkong on the subject, the Singapore Free Press says :-

The Secretary of State has been unusually dilatory in his replies to the communications sent from the Hongkong. Government, but it has been elicited that Hongkong is to have a minor installation with a range of 250 to 300 miles. That decision, for every reason, we think to be wrong. It is perfectly true that for the limited functions of amouncing the arrival of a vessel a certain number of hours before she is is due in port, allowing the agents arrange for mooring, for coaling, for notifying shippers about cargo, and advising passengers of the actual hour of arrival and eprobable departure, such an installation would be of the greatest-use. But the decision is wrong bocause it ignores what we must hold to be the primary duty of such a wireless installation at Hongkong. The function of such an installation implies the alternative power of communication if cable connections fail, or are deliberately severed. Hongkong is an Imperial base with, unimaginable although perhaps not immethe chain must be incapable of rupture any. where, and that condition demands that Hongkong must be capable of direct touch with the next link in the chain without the least-intrusion. of interference. If Singapore, as the scheme lays down, is to be a link in the chain between the United Kingdom and Australasia, it follows as a simple proposition that the radius of a Hongkong wireless installation must include Singapere within its scope: In ordinary field, tactics you would never send a party on recommissance duty far to the front without securing a free line of communication with the support. If the Hongkong in-tallation does not connect with the Imperial chain at its nearest oint, Singapore, that is a proof of want of military or naval imagination on the part of the authority responsible for the limitation. It is admitted that the cost of a high power station is very great to If the objection to the provi sion of the Hon kong installation be based on its redundancy as an element in the main line to Australasia, and if the Imperi Government be willing, as appears to be the case, to bear the ex ense of a short range installation at Hongkong, it would be proper for the Colony of Hongkong, as a temperary expedient, to claim a first-class installation, offering to jay the difference between that and the secondary installation the Imperial Government, is prepared to creet there. We think given the erection of a first-class installation on that basis, it would not difficult in the event to show that the independence of cable rupture would entitle the installation to be viewed as a very real Imperial requirement. The idea of Mr. Samuel Post-Master General, at the Imperial Conference appeared to be that the high power justal ation at Singapore would be of next to no commercial utility, and therefore that as revenue could not be expected, it would be inequifible to levy a charge on the Colonial fauds. Well, this is a matter that can only be solved in the going. To judge by what is made public regarding wireless instellation, particularly in regard to steamers approaching port or wishing to be reported for one reason or another, not to speak of private messages from or to passengers on ships at sea, the commercial uses are too important and too continuous to be ignered. even on the ground of revenue. We believe that in Singapore, particularly in reference to steamers approaching from the eastward which cannot be otherwise reported, there will be a daily flow of wireless messages. It is likely enough that these alone and their revenu would not justify the cost of a high-power installution, which must be looked at as the Imperial alternative to severed cable communication But as providing an auxiliary revenue in reduction of what is declared to be a high offset, might prove to be fairly substantial. For naval and political reasons it is expedient that Hongkong should be in contact with the great Imperial chain, otherwise its . " mison d'être" às an Imperial outpost ceases te exist. Hongkong will do well to make but little of the commercial side of the plea for a first-class in stallation, for such a claim can be very easily minimised. But if that Colony, mindful of its a v. al importance, conscious of the vast political forces concentrating on the Western Pacific, and not ignoring the problems of Chinese regeneration with perhaps upheaval, and the ticklish questions that centre round Manchuria, presses for the recognition of the Imperial value of Hongkong as the frontal outpost of Britain on the Western Pacific, it will be impossible, unless by a process of relf-stultification, for the Admiral! the War Office, and, last of all, the Colonie Office, to slight such a claim.

### THE TRADE OF THE STRAITS SETTLEMENTS.

The official return of Straits Settleme .ts imports and exports for the quarter ended June 30, 1911, as compared with the corresponding period of the previous year has been issued. increase of trade all round. The compiler of the statistics has inserted the following explanatory note: The figures in the following pag a represent goods brought for consumption and export into the markets of each Settlement

merchandise for he second quarter of 1911

į	large quantity of whimmition were found nicely		2rd Qr. 1911 2nd Qr 1910
1	packed away between layers of logf sugar. It is		Singapore \$65.564,890 \$66.192,607
1	believed this consignment of fi ragms is intend-		Penang 26,813 990 23,485,118
	ed for the Gulf gun-runners, who have resorted	13	Malacca 1.772,654 1 600,297
1	to this means of evading the vigilance of the		
i	Britis Government's boats policing the waters	1	Total 894,151,534 891,278,042
-	of the Persian Gulf. While the Waroduga was	! i -	The increase is \$2,173,492, equal to £.35,241
-	at Jask, she learnt that I .M S. Fox on July 20		EXPORTS.
I	captured two dhows which had arrived from	1	Singapore \$52 637 536 \$54,748.585
l	Cochin. On searching them, 400 rifles were		Penang 25,475,742 22,679.290
l	fo nd stowed away under a cargo of wood and		Malacca 1 503.555 1,899 007
1	also a large quantity of ammunition. These	1	
	were confiscated, the crew and cargo were land-		Total \$60,116,813 \$79,326,832
	ed and two dhows were burnt.	1	The increase is \$790,001, equal to £92,166.

### APPLIED SCIENCE IN CHINA.

Telegraph, we hear general statements of the This was unknown in Europe until the twelfth "awakening of Chica," and, for a moment, we contury, but it was constructed by Wangti in become suddenly aware of the possibilities of the year B C. 2,634 the cheap labour and great mineral resources of Eastern Asia. In some of the large works of this country on incers come across young Chinamon | who remember how a little band of the miswho have been sent over here in order to acquire sionaries of science went out to Japan some a knowledge of things practical. A few days years ago to teach the young men of the ngo the writer met one of these Oriental en- nation of the Rising. Sun something gineers in London. He had returned to China of applied science. You will find men guiding some three or four years ago, and had, as he the industries of the En and of the East explained, come back here in order " to buy | who learnt from Ayrton, Perry, Ewing, Smith,

in-training at the modern universities | the list above, from this country to teach the studying technology or commerce. If young Chinese applied science. It is to our you talk with the instructors they advantage to have the fature captains of will tell you how wonderfully patient and pains. | industry of China over here, and to have our takin, are the Oriental students, A few months own countrymen developing the thought and ago, there was a meeting of two of the metall- | the natural resources of the Chinese Empire. urgical societies in the Midlauds, and a China- It will be one of the most interesting events of mad studying at Sheffield gave a commonsense | the next few years to watch the change. It is and thoroughly seigntific account of the awaken- | more than a pleasure to be able to record an ing of China to the importance of applied science. He spoke from his own point of view, which was that of the scientifically trained Oriental.

THE ENGINEERS MARKET. In order to appreciate fully the effect upon the engineering industry in our country of China's development, we must remember that last year Great Britain supplied bor with nearly one-balf of her engineering and metunbroken connection with the Admiralty in allurgical imports. It is obvious that it is to London. As a matter of elementary necessity our advantage to attract the young Chinamen, who will go back to their native land to develop the linge natural resources of that coun-One of these remarked the other day that English trained engineer was certain of employment in China, because the high-officials of that country have great faith in the word and work of such men. The extraordinary rapidity with which means of communication all over the world are being developed, the active competition with other rations, and the expansion of the commerce of the world, has rendered it almost inevitable that the markets of the Far East should be opened up. During the lust decade a remarkable change in mental attitude has taken place among the educated Chinese. Let us take the words of one of their own-young and notive applied scientists. " Before 1900," he says," the conservative Chinese, through their ignorance, despised the Western civilisation for being merely material, argued that the old Chinese civilisation moral, or, at any rate, exempted from the taint of being the products of the engineers. closer contact with the European and American nations since 1930, they have, however, realised that the modern engineers are largely responsible for the prosperity of the Western mations, and that as a nation has been industrially developed freedom and conditions of social life have also proportionately progressed We find to day in this world that civilisation cannot advance without engineers." That expresses the mertal outlook of the educated young Chinaman of to day: Such a kinetic creed must affect even so huge a mass as the nation called the Chinese

### RAILWAYS OF CHINA.

George Slephenson said, "Let the country make the railways and the railways will make the country." If we apply that maxim to China we have remarkable evidence of the making of a new Power. Eleven years ago there were about 300 miles of railways in the huge Celestial Empire; to-day there are completed about 6,000 miles, and some 2,000 miles of line are in active preparation. The words of Stephenson must, however, not be taken too literally. There are other means of gauging a nation's development. Steamers are to be seen on all of the navigable rivers of China factories and works to increasing their numbers, and the miles are being opened Sir Robert Hadfield, one of the most energetic and enterprising men of applied science in this country, recently made a tour of the world. He is one of the men who have built up a large industry by modern scientific methods He has seen the demand of the future, and has made his success by anticipating it. On his return to this country he said that he was firmly convinced that some day China would become the leading metallurgical country of the world for she possessed re-ources of untold magnitude.

IRON AND STEEL WOLKS. There was a Viceroy named Chang Chi-Tung; and he was far-seeing and able. In the year 1888 he started, near Hankow, an iron and steel works. The situation is 600 miles inland, on the Yaugtse river, but ocean sleamers from all over the world may navigate the waterway, for it is deep, and at Hankow it is a mile wide. If you visited those works now you would see, not only the natural advantages under which it is being developed, but the lavest machinery from Europe. The ore seems almost inexhaustible, and is of excellent quality. There. are blast-furusces, Siemens-Martin furuaces, a rolling-mill plant, wo electric and two hydraulic power stations, together with machine and other repair shops. Millions of tons of ore and millions of tons of good coking coal are available. for the company's purposes. About forty European technical experts are employed and 20,000 Chinese workmen. The most astonish. ing thing is that this place is 600 miles inland, in the heart of a huge country blessed with a natural waterway, the river being navigable to Ichang, 420 miles higher up. In 1893 a great cotton mill, with 700 lorms, was erected, and for years worken twenty-two hours a day, making yarn and cloth from native cotton.

THE SOURCES OF POWER .The modern economist accepts the fact that the wealth of a nation depends upon the devefrom which it appears that there has been any lopment of its industries, and that he great factors in such development are coul and iron and easy methods of transport. Judged by these standards, we see the evermons potentialities of China. In every province of that empire minerals abound. Experts tell us that the coal field in Shansi is sufficient to supply the whole reports the Englishman of August 8. There | Colony, but do not include transhipments world-at the present rate at which coal is being was a large consignment of loaf sugar landed except in the case of Para rubber received from consumed-for several thousand years. The from a Hausa Line s'camer into a lighter for the States of the Malay Peninsula under British Ho and the Yangtsze rivers have a course of about 3,000 miles. This curious nation built a sten er War oonga. This, consignment was exported, both reaborne and rail trade are grand canal, which a hundred years ago caused an Englishman to write, "In point of magnitude, our most extensive inland navigation in hein transhipped to the Waroonga, which sails | States, which are inserted in the annual returns Englard can no more be compared to the grand Trunk that intersects Chica than a park or gar-The total value of imports and experts of den fishpond to the great lake of Winander-

Manchuria, as a result of the recent war, is rapidly developing. Rolling stock is now being built in this country for Manchurian ceeded to the dock with a number of efficers, and for the various Settlements of the Colony are as railways. Tibet, Mongolia, Central Chica, and all of the provinces possess great mineral resources, and the eyes of the enterprising Englishman are turned to the huge country so full of different minerals. The eighteenth and the nineteenth centuries were notable for, the industrial development of Europe and America. The twentieth century will be concerned with the development of Asia. We may heed the words of Lord Ronddshay, as we look around for fields of development. "Sooner or later," he said, "the much needed 'workplan' now lacking will be found. when this comes about it is difficult to see what is to prevent. China from becoming the greatest industrial country in the

most important discoveries of the West had been anticipated in China. Perhaps the most not-From time to time, says the London Daily able instance is that of the magnetic needle.

THE ENGLISH SCIENTIST IN JAPAN. There are men living to-day in this country and the others. During the last few yours we You will find these selected engineers- have jent Chatley, and those who remind us of admiration for the sincerity and carnestness of the educated young Chinese who comes as a pupil into the British workshop.

# ASTRÆA CHANNEL SHANGHAL

SERIOUS SILTING AT WORK,

The N. C. Daily News sigs .- The statement made by the Chairman of the China Association on Monday regarding the conservator of the Huangpu has sounded a fr sh note of warning. and from information that has been obtained it seems cortain that unless drastic stors are agreed upon at a very early date, matters in connection with the shipping of the port may reach a crucial stage. In the last two quarterly reports attention was drawn to the gradual silting of Astrosa Channel, but the warning sounded by the Chairman was that it was proceeding at a much more rapid pace. Inquiries show that the scour of this part of the river, by which it was hoped-to-maintain-the-necessary depth with dredging in cert in parts, has almost entirely crased. Of course, it was always recognized that at such a part of the river as that opposite to Gough Island (no longer an island, but now a peninsula) dredging would have to be undertaken from time to time, but it is not this that is the cause of danger. It is understood that it is from Pheasant Point that it arises. For many months the silt at Pheas at Point has caused much uppariness, and these fours seem to

be justified by subsequent oreuts. It is stated that in order to place matters on a proper footing dredging will have to be proceeded with at Pheasant Point with at least three dredgers at work. The amount of silt to be dredged is roughly four million cubic yards, and unless the work is undertaken by several dredgers, the continuous operation of silting will balance the amount of mud removed. Not until this is done will the scour continue in the Astron Channel, and this is undoubtedly the most urgent of the work to be done in connection with the conservancy. At the same time, off the Point an island threatens to form. Proviously there was a small channel inshore, along which junks and yachts used to creep when making for home with the tide against them. The bank which formed the outside limit of this channel now threatens to become so great that somer or later an island will be formed. Next; to Pheasant Point and the Astrea Channel, this will have to receive attention.

### CURIOSITIES OF TAXATION.

In July of last year the Secretary of State for the Colonies undertook, in the House of Lords, to get from the Oversea Dominions information as to the sources of revenue of the central and local governing bodies. This information has now been published in a White Paper. It reveals an extraordinary variety of sources of revenue, ranging from "hait insurance" in Alberta (Canada) to licences for butchers' slaughter-pole," in the Orange Free State. One of the sources of municipal income in British Columbia is a road tax of 8s. ner. capita from adult males, but the Province itself also has a "head tax," described as a "revenue tux of three dellarse per capilla of male adults." There are also taxes in this Province on " wild land" and on "unworked miceral claims," also "delinquent faxes "and "log-scaling fees." In the Province of Prince Edward Island there are "no municipalities having powers of taxation, the only local taxing authorities being the school trustues for school purposes. In Victoria (Australia) part of the State revenue is derived from a percentage of race club takings, and in Queensland there is a "totalisator tix" and a tax for the destruction of rabbits. "State batteries "collect fees in Western Australia, while Cupo Colony has a "hut tax," and a duty on bank-notes. Natal has " hut tax, dog tax, and poll 'ax." and the Transvaul'a "form and erf tax," while the Orange Free State gets a substantial revenue from "taxes on trades and pro-

## MR. CARNEGIE'S ANECDOTE.

A COMPLIMENT PROM THE LATE MR. GLADSTONE.

Mr. Andrew Carnegie, together with Mr Robert Gladstone, ex-chairm a of the Mersey Docks and Harbour Board and a nephew of Mr. W. E. Gladstone, received the freedom of

Liverpool recently: Replying to the presentation, Mr. Carnegie said : "The first great compliment ? ever received for anything I had written, not for what I had given, was from that foremost citizen of the world in his day, William Ewart Gladstone, when he invited Mrs.

no shadows in the book. the top of a step-ladder with two or three books room, and as I was handling a book there came a stentorian rear from Mr. Gladstone, quoting to the Jew, all that Dunfermline is to me.'

" Why, Mr. Gladstone 'I said, ' how on earth did you remember that?" "Well," he said. I had not the pleasure of your acquaintance, but I heard from Lord Rosobery of your book, that it was clever. bright, sparkling. I ordered a copy. I read

passage out of my mind. in (Laughter.) because his father was one of five Dunfermline weavers who collected their books in a loom shop for the benefit of their neighbours. He would | whose home institutions are in competition with not exchange his heritage of being a son of a library founding wenter for the greatest these men, once they have severed their conhereditary title that could be conferred upon nections, should use this information to the world." It is somewhat curious that some of the

### INTIMATIONS

# CUTICURA OINTILEN

Writes One Skin-Sufferer. 1 Wish to Bear Testimony to the Wonders of Cuticura Remodies, says Another, Had Tried All Kinds of Remedies, but to No Purpose. Cuticura Remedies Cured Them.

"I had been a sufferer from dry eczemaon my hands for four or five years. They used to crack and bleed, and were very soro... At times they used to itch very much. I tried will kinds of remedies, and everteed no benefit. At last I saw the advertisement of ... cura Soan and Cintment, also Pills for the blood. I am very pleased to say the first application gave me relief, and one box of Cutleura Cintment cuted it. I now use the Soap regularly and the Olutment for other purposes when required, as I thick it is a splendid glein-henler," (Signed) Mrs. J. W. Pickstone, 262, Stand Lane, Chapielfield, Radeliffe, Lanes, Lug., Nov. 1, 1009, "I wish to hear testimony to the wonders :

eczerna on the back of my right-hand which lasted three years. It came in the ferm of days, and then dry up and perl off. After this, the blisters would orain appear. I have given nearly every obtinent; till and coan a trial, but to no purpose. When I saw the advertisement for Cuticura Brinedies I de-Cutleura Continent, and with suother box I purchased (half of which I used) cured H." (Signed) Fred Bode, 14, Farm Rd., Sparkbrook, Birmingham, Eng., Jan. 24, 1910. Cutleurs is the most economical treatment of Cutienra Soap and a box of Cuticura Ointment are often sufficient, Sold throughout the Paris, 19, Rue de la Chaussee d'Antin: Australia...R. Towns & Co., Sydney; India. B. K.
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### AMERICAN TRADE METHODS IN CHINA.

Among other methods of transacting business in China that have placed United States concorns somewhat at a disadvantage, ays an American Consular report, is the practice of dealing through foreign individuals and firms and of employing foreign re in managerial or elerical capacity. European financial, corporate. and business institutions employ none other than their own people. Should their business demands necessitate the enlargement of their staff, they send home for a junior clerk, who enters their service with the surety of advancement and his life employmen during good behaviour. These new men, as well as the old em-.Carnegie and myself to Hawarden. I had just i ployees, are strongly imbued with the idea that written "Triumphant Democracy." It was the home products excel any other and that, written at high noon, when I was young, and their systems in all lines of business lead the the sun did not cast any shadows, so there were | world. This feeling merges in a patriotic endeavour to advance their home products, and Mr. Gladstone suggested that we should their loyalty to them is akin to that to their spend the day in his new library, where the theg. In China the national spirit runs higher could work at the rearrangement of his books than any place in the world. It is indeed while we exchanged views. He was seated on rare to find other countries employing an American in any branch of their business; rather between his legs. I was at the other end of the is there a tendency to decry American methods and American products On the other hand, many Fastern branches of American financial from my own work: What Benares is to the and industrial concerns are either under the Hindu, Meces to the Mahomedan, Jerusalem | direct management of foreigners or have foreigners as their first assistants as well-as forming a great part of the persoapel of their offices. This may or may not be good business, but it is a serious blow to American pres ige in China. It is viewed by the local authorities as an open acknowled ment of business inferiority, and is interpreted by them as a recognition by home it, and I could never get that extraordinary executive boards that these foreigners are more capable of handling American institutions than Mr. Carnegie said he took to library-founding are Americans themselves In this way, also, American business secrets and methods of procedure are placed in the hands of foreigners

American concerns, and it is but natural that disadvantage of their former employers.

NOTICES TO CONSIGNEES-

FROM EUROPE. FIHE "HANSA" Steamship

"RHEINFELS,". -Captain Weyhansen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of.

Lading countersigned by the Undersigned.

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of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Aug. will be subject

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instructions are given to the contrary within Goods not cleared by the 31st inst., at 4 r.m., will be subject to rent.

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Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's Surveyors, Messrs. Condand & Douglas, at 10 A.M. on Mondays and Thurs-DAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the

E. A. HEWETT. Superintendent. Hongkong, 25th August, 1911.

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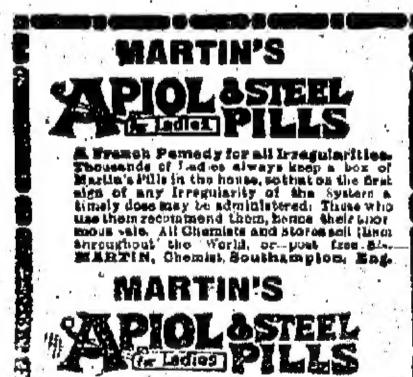
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PRODUCTION OF COPPER IN JAPAN APPOINTED TO THE "HINDUSTAN."

The Acting British Commercial Attaché for Japan (Mr. R. Boulter), has furnished the following particulars relative to the production and manufacture of copper in that country In 1908 Japan occupied the position of the thir largest producer of copper in the world, with a total annual production of 41,723 tons. or 55 per cent. of the world's output of 759,134 tons. The number of mines producing over 60 tons of blister copper per annum is 48, the four chief in order of quantity produced being the Kosaka, Ashio, Besshi and Hitachi mines.

The principal oresure chalcopy rite and bornite. iron pyrites, and zine blende being slmost always present, often with galena, A complex sulphide ore called Kuroko (black ore), consisting of an intimate mixture of baryte, zinc blende and galena, and often containing pyrites and chalcopyrites as accessories, is found more widely distributed in Japan than in any other country. The gold and silver found in this pre add considerably to its value. Some 39 mines in which this black ore is found are known to exist in Japan, but of these the only important ones are Kosaka

As regards the machinery in use at the copper mines and smelting works, one of the most striking features is the very small quantity of British machinery. The mining and smelting districts being for the most part situated in rather in cocessible localities, the British, or rather the foreign morehant in general, would not find it profitable to undertake a small order, especially if he had to personally superintend the installation, or send a foreign employee to do so The Japanese importing houses, with branches in London and New York, have consequently secured many orders for small motors, &c., and they have for the most part filed them with American and German machinery. The resson appears to be that the inital cost of such machinery is very often cheaper than that of British muchinery, although the latter would probably prove cheaper in the long run, taking into consideration the working capacity, expenses for upkeep, &c. The point of view of the Japanese mining engineer, who would usually be consulted as to the purchase of machinery, is probably that, so far as he can see, the Britis. machinery is the most expensive of the three as regards initial cost, and he has not sufficient experience of its working to justify his recommending its purchase when makers of other nationa-

lities offer what is apparently the same article at a lower price. Moreover, Japanese copper mining engineers when travelling abroad would naturally spend more time in America than in England, as they find in the former country the opportunities of practical study for which they are travelling; they thus tecome accustemed to the working of American types of machinery. Another point is that German merchants are stated to be willing to give more liberal terms as to credit than British firms feel justified in allowing. As regards power stations, for which contracts would naturally be much larger, tenders are usually invited from

engineers of various nationalities.

The exports of copper (slab and ingot) from Japan in 1910 were 35,347 tens value £2.124,000. The total export hade of Japan for 1910 was valued at £46,457,000. The exports of copper rank fourth, being exceeded by raw silk cotton yarns, and habutas. - Copper thus amounts to about 4.5 per cent, of the whole. The exports of copper are sent chiefly to United Kingdom, the United States, and. Hongkong. The amount exported to China has rapidly diminished since 1905 owing to the decrease in the requirements of the copper mints. The mines from which the bulk of the output comes are in the hands of wealthy corporations or individuals. During the years 1906 and 1907, when the price of copper at times rose to over £100 per ton, numerous small mines were opened up, and for the time made good profits. When the price fell several of these small undertakings were forced to close, and the effect of the subsequent depressed state of the market has made the working of still more of them unprofitable. Those that now remain may be considered as being generally on a sounbasis, and, while showing no great progress, they are gradually adopting more modern machinery, and are being worked on more

THE CLERK OF WORKS.

scientific methods.

What, asks the Builder, is a clerk of works: What are the qualifications necessary to a man in calling himself a clerk of works? Is it training, experience, knowledge of the science of building-or a combination of these and some thing else-many something else's? We al. know-what a good clerk of works should be and what his general qualifications are, but how to express them? Like the Constitution, they are unwritten. What are his duties? In this wi be found the key to the difficulty. His duties For, under every architect, committee, or employer his duties vary, or rather the details of his duties vary. Broadly described, his work consists of supervision; the extent and nature of the supervision depends upen whom he is working for, or under. It may consist solely o the supervision of the material side of

in seeing that the proper materials are used and the drawings adhered to but often, very often, it goes much further than this, to the extent, in fact, of only half take it for granted that the clerk of works, as we new know him, was instituted at the period when severe competition amongst the building contractors became general, and that he was appointed as the inspector, or policeman. His duties then, as sometimes now, consisted solely tor policeman. Many of the busy architects know what is meant, but how many of them could describe or detail the duties of the men referred to ? And how many grasp or appreciate the extent of these duties? Slowly, but very surely, as the competitive system has increased in the building trade, and order and system have been established from chaos, duty after duty has been added to the clerk of works, until to day one asks the question: Where do his responsibilities commence and where do they end? Fow-much of his work now consists of building inspection, and how much of it is office work? Organising, advising, cheeling, correcting, muting notes, estimating, valuation, and correspondence. The dulies of a clerk of works consist of unswerving loyalty to his architect. He is there to take from the shoulders of the architect every duty and every responsibility that can with confidence by transferred to him. He is the architect's representative, "the even of the rechitect," as has been elsewhere stated Just to the extent that he commands his confidence will his duties differ from that of being

merely the inspector. Therefore, as the ques-

ten becomes dependent upon individuals, the

enswer must, concludes the Builder, likewise

very according to the variation of the indivi

duals, and no set statement of the duties of a

H.R.H. THE PRINCE OF WALES.

The appointment of the Prince of Wales to a ship, his Majesty's ship Hindustan, in the Home Fleet, suggests a comparison with the naval careers of King George and of William IV. Each of these monarchs, like the Prince of Wales, joined the Navy by the ordinary method of entry, but as naval education has developed very much even since King George's and still more since William IV.'s time, it is not remarkable to find that in details the early service of each of the three Royal Princes differs fell almost continuously, the fall being due to the region in the price of gilper by which the value decline in the price of gilper by which the value from that of the others.

mouth; the King, after passing an entrance examination in 1877, went to the old Britannia at Dartmouth. On leaving the Britannia Prince George and his elder brother, the late Duke of Clarence, were appointed in 1879 to the corvette Bacchants, Captain Lord Charles exchange and telegraphic transfers payable in Tanagas in the Tanagas in t

George, flagship of Rear-Admiral Robert Digby. The King had insisted to Lord Hood that "the should be maintained, and that the English young man goes as a sailor," and that he was sovereign should be declared legal tender in not to be made much of, in consequence of India at the rate of one severeign to fifteen which he was taught his duty by the practical rupees (i.e., 1s. 4d. to the rupee). These recommethod of doing it. He was, however, accom- mendations were accepted by the Government. panied on board by his tutor, Henry Majendie, Since 1898.9 the exchange value of the runes who was borne on the ship's books as a midshiphas remained steady at about 1s. 4d. man, while the Prince, by the ordinary usage of the time, was rated as an able scaman.

In 1780 Great Britain was of course at war being present at the first relief at Gibraltar in | was decided: that, with effect from the January, 1780 Prince William continued in 1st of April, 1900, the net profit from the Prince George, with some intermission, and was present in her at the second relief of as revenue, but should be -held us a special Gibraltar, after which he went to the American Station. There he was moved to the Warreick sterling securities. Up to 1906 practically the and soon afterwards to Hood's flagship, the Barflour, in which he went to the West Indies. There, as is well remembered, he made the Securies, the interest realised being added to the acquaintance of Nelson, then a young captain. This was the whole of Prince William's junior service. After returning home in 1783 be travelled abroad until the necessary six years had passed since his entry into the Navy. Then he passed his examination, and was at once, on

June 17, 1785, promoted to lieutenant. An important distinction between the three cases is that each of the two former navel Princes was at the time of his naval service a younger son and not the immediate heir to the Throno. Prince George, on the death of his elder brother, was withdrawn from active service; and when a reason was needed for the Duke of Clarence to hoist his dag in an active command during the Napoleonic War it was found in the probability of his succession. The risk of active service was not to be permitted to a

In the same way it is understood that the present Prince of Wales will not for long continue his service in the Navy. It is anticipated that his career will follow somewhat closely the method adopted in the case of Prince Albert

TO FOSTER BRITISH TRADE.

A WORLD-WIDE SCHEME.

The All-British Industries Association maturing a scheme to foster our trade both at home and abroad. To advertise our British manufactures, it says, is not sufficient. They must be seen. Samples and goods must be placed before the public and before buyers for examination. Permanent displays of British manufacturers' samples in foreign countries and trade exhibitions, systematically organised at home ing the products of the manufacturers of Great Britain to the attention of the public, and particularly the merchants who from all parts of those countries may visit the capitals at the buying season to place orders for merchandise. No national organisation as yet exists for this purpose and the want is severel felt. The Exhibition branch of the Board the building work, beginning and ending Trade deals buly with organising British sections at foreign International exhibitions, and at that only the largest. It is unrepresented

The proposal embraces three main branches, his time being devoted to this end. We may to be managed as separate departments under one central authority in London: (a) Home exhibition section: (b) foreign exhibition section (c) sample exhibition section. It is suggested that permanent sites be acquired in london. Birmingham, Manchester and Glasgow for the purpose of holding monthly trade exhibitions, in seeing that the work was correctly executed. | making Birmingham the renne for those He existed long before that period, but of the metal trades, chemical, glass, and in a different capacity; and slowly but surely kindred industries; Manchester to cater for exin the present period he is evolving, until again | hibitions of textiles, textile machinery, and he is assuming a capacity involving duties accessories, &c., and Glasgow for heavy engine. much more responsible than those of an inspectoring, shipbuilding, and the displays of allied. trade. London as at present might be the centre of a miscellaneous classification. The Governments of our Oversen Dominions and Possessions might see their way to use the London site periodically for Colonial exhibitions and produce shows, and it is possible that such might be continued in the other exhibition buildings at Birmingham, Manchester, and

In our Oversea Dominions and in foreign countries British trade exhibitions would have an overwhelmingly beneficial influence on our export trade. No serious obstacle presents itself in their organisation. Exhibition goods and samples pass the foreign Customs in bond and remain so till their return, unless sold, when duty becomes payable before delivery. An inclusive charge could be arranged for space. show cases, attendance, and maintenance, and by arrangement low rates would be available for freight, insurance, &c. As a suggestion the first of such series might be held, say, in New York next spring, with perhaps the least amount of trouble and expense, and with the greatest benefits to producer and wholesale distributor The establishment of a sample hall could appropriately be the outcome of such an exhibi-York.—London Morning Post.

INDIAN CURRENCY AND EXCHANGE

THE VALUE OF THE RUPEE.

ship, his Majesty's ship Hindustan, in the An official statement published in the form of decline in the price of silver, by which the value The Prince of Wales went first to Osberne, of the rupee was necessarily governed. Apart thence to the Royal Naval College at Dart- from its effect on trade the continual fall-

the corvette Bacchante, Captain Lord Charles exchange and telegraphic transfers payable in Scott. In her, as in the Britannia, the Princes were quartered apart from the rest of the cadets, but in all other respects, save that they did not keep the middle watch, they shared the ordinary routine. On January 8, 1880, Prince George was advanced to be midshipman, and in that rank went on to the Falklands, to Australia, the Fiji Islands, Japan, and Chinn, returning home by Singapore and the Suez Canal in 1882, Prince George was next appointed as senior midshipman to the corvette Canada, in which he served on the North Canada, in which he served on the North that silver should no longer be coined on pre-America and West Indies station. From her he sentation by the public, but the right was given passed his examination, taking a first class in to the public to demand from Government scamonship, and then after going through rupees in exchange for gold at the rate of 15 the usual course at the Royal Naval College, rupees for £1 without limit of amount. Greenwich, and in the Excellent, was promoted Silver thus ceased to be the standard of value in to lieutenant on October 8, 1885. Prince India though it is still used as before as the chief Albert Victor, not being intended for the naval material of currency); and the exchange value service, did not go to sea after the cruise in the of the rapeo ceased to coincide with the price of silver. In '898 a Committee was William IV., then Prince William Honry, appointed, under the chairmanship of the late entered the Navy in May, 1779. At that date | Lord Wolverhampton, then Sir Henry Fowler. there were two usual methods of entry: either to consider certain proposals made by the through the Royal Naval Academy or by join. Government of India for the completion of the ing a ship direct. King George III. chose the policy adopted in 1893. Sir Heary Fowler's second, and more usual, method for his son, who Committee reported in 1899, and recommended was accordingly entered on board the Prince that the decisions reached on the recommendations of Lord Herschell's Committee in 1893

GOLD STANDARD RESERVE.

In accordance with a recommendation made and Prince William's early service included by Sir Henry Fowler's Committee "it the coinage of rupaes should not be treated reserve, and sent to England for investment in whole amount was remitted to England and applied to the purchase of British Government fund and invested, but in that year it was decided that a portion of the reserve should in future be held in silver in India.: In 1907-8 and 1908-9 in consequence of a further decision half the profits on coinage were applied to capital expenditure on railways. No coinage was undertaken from purchased silver in 1909-10, but during the year the sum of £25,190, being arrears of profit on the coinage of previous years, was credited to the fund.

COMEDY OF THE WAR OFFICE.

POLICEMEN'S ALL-NIGHT VIGIL-

Colonel Caliwell, writing on "War Office Reminiscences" in Blackwood's Manazine, relates a comic incident of the Intelligence

Department:-When a certain major on the staff in Winchester House arrived at the office one Monday morning, the janitor met him at the portals with a perturbed countenance. 'There's a policeman in your room, sir," he said,

who won't let anybody in, not even the charwoman to clean up and lay the fire.' The major proceeded to his apartment and was confronted at the door by a stalwart guardian of the peace who looked him up and down suspiciously.

" Are you Major --- ?' asked the policeman. The major pleaded guilty to the charge. The representative of the law steed on one side, and pointed with a dramatic flourish of the arm to the safe. The major could not see anything wrong with the safe at first, then suddenly he entied the key in the lock. I noticed it the minute I came in to look round on Saturday afterwe'vekept guard on the door, turn and turn about, ever since. Not a soul has been in the room but the two of us.'

"Major - expressed contrition at his carelessness in leaving the key in the lock, and thanked and commended the watcher who had so faithfully fulfilled his trust. 'Good chaps. those bobbies, he remarked afterwards when telling the tale: 'they evidently had not looked inside (I should have, like a shot, in their place). There was nothing in 'the ridiculous thing but an old pair of trousers, which I keep to slip on when I happen to come down in my Sunday best on a day that I'm going to take tea with a duchess after office!"

NAVY PRIZE MONEY.

Discussion in the Committee on the Naval Prize Bill turned on questions of salvage and

prize money. One clause provided that the owner of a merchant ship captured by the enemy should pay salvage if one of our warships recaptured the prize Mr. Holt, a Liberal shipowner, strongly objected, and the clause was deleted by 15 votesto 11. Government being deteated.

Later Mr. 1 olt proposed that prize money should be abolished. Mr. Goldstone said that the Government plan was to give the "plums" to the men in cruisers, while the men in battleships, who bere the brunt, got nothing.

The Solicitor-General stated that the rule of prize money had been in existence ever since the British Fleet drove the Spanish Armada off the seas-

. Mr. Wedgwood, speaking as a soldier, said that they ought to be guided by the rule in the Army. Officers and men received, in lieu of the old reward of loot, money grants. Officers in the Navy would welcome such a plan. In the days of Nelson catching merchantmen was largely the esult of personal, physical effort on the part of the crew. They had to clap on sail and incur risks in rough weather. Nowadays the only thing they would have to spend more of would be the country's coal. tion, thus leaving a direct "live" centre of " Untimately the Solicitor-General promised representation for the ritish morchant in New to improve the wording of the clause to meet the equity of the case.

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### SHIPPING IN PORT

AKI MARU, Japanese str., 3,995, K. Homma, 29th August - London 22nd July, General -Nippen Yusen Kaisha. Annow, British str., 2,971, C. McIver, 24th

August-New York 2nd May, Petroleum-Standard Oil Co. CHEONGSHING, British str., 1,259, V. Liddell, 21st Aug.-Tientsin and Ports 13th Aug.,

General-Jardine, Matheson & Co. CHINA, American str., 3,186, Emery Rice, 22nd August-San Francisco 26th July, Mails and General-P. M. S. N. Co.

CHINHUA, British str., 1,349, Bonson, 29th August-Shanghai 24th August, Mails and General - Butterfield & Swire. CHIPSHING, British str., 1,199, F. Mooney,

26th August-Tientsin 20th Aug., General CHOWTAI, Gorman str., 1,115, W. Roher, 24th August-from Pulo Laut, Coal-Butter

field & Swire. DAGNY, Norwegian str., 882, P. Solveson, 26th August -Hongay 24th August, Coal-Auguard, Thoresen & Co.

DRUFAR, Norwegien str., 1,102, J. Bing, 17th August-Bangkok 9th and Swatow 16th August, General-Kin Tay Loong.

EMPRESS OF INDIA, British str., 3,032, E. Beetham, 24th August-Vancouver, B.C., 2nd August, Mails and General-C. P. R.

GERMANIA, German str., 1,704, Frandsen, 28th August-Hongay 26th August, Coal-Jebsen & Co.

KWANGTAH, Chinese str., 1,536, Stewart, 27th August-Shanghai 24th Aug., General-C. M. S. N. Co. Lucerna, British str., 2,072, A. L. French, Mr.F. H. Adams

23rd August-from Palembang, Bulk oil- | Miss Anderton Asiatic Petroloum Co. LYEEMOON, German str., 1,336, F. v. Pilgrim. 23rd August Saigon 19th Aug., General-

Hamburg-Amerika Linie. MANCHURIA, American str., 8,750, A. Dixon, Mr. Fred Coyen 28th August- San Francisco 2nd August, Mr H. C. Colum Mails and General-P. M. S. S. Co.

MICHAEL JEBSEN, German str., 952, T. Pettersen, 29th August-Swatew 28th August-Jehnen & Co. NIPPON MARU, Japanese str., 2,331; I. Sone,

.23rd August-Mosi 17th August, Coal. Atakn & Co. Pongrong, German-str., 998, W. Botefulr. .. 27th August-Bangkok 16th August, Rice

and Teakwood - Butterfield & Swire. Quarta, German str., 1,824, J. Danielsen, 23rd August-Saigon 15th August, Sugar-Bonder, Wieler & Co.

flygia. Norwegian str., 3.807. E. Mever, 22nd August-Portland 20th July, Flour and

Lumber - P. & A. S. N. Co. SEATTLE MARU, Jap. str., 6,182, T. Spitow, 28th August - Manila 26th August, Flour, Soda, Plunks, Fishers Mill, &c .- Osaka Shosen Kaisha

SZECHUEN, British str. 1,142, E. L. Jones. 21st August-Waksmatsu 16th August. Coal-Butterfield & Swire. TAISHUN, Chinese str., 1,216, R. G. Paramore,

23rd Aug.—Shanghai 19th Aug., General -C. M. S. N. Co. Tamon Maru, Japanese str., 1,142, Kawasaki, 27th August Newchwang 21st August : Mr.M. P. Beattic

Mitsui Bussan Kaisha YUENSANG, British atr., 1,128, P. H. Rolfe, 29th August-Manila 26th Aug., General -Jardine, Matheson & Co.

SAILING VESSEL

ECLIPSE, British 4-masted barque, 2,996; Jam., - White, 12th May-New York 20th Jane Kerosene Oil-Standard Oil Co.

## LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. Sucvia left Singapore on the 30th instant a.m., and may be expected here on or about the 5th prox. a.m. -The T.K.K. new-turbine str. Shinyo Maru,

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OSTASIATISCHEN LLOYD, der CANTON WEEKLY.

News und nach Bedarf auch in der Honokono

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Pakhoi, den 20. Dezember 1910.

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The "deal" whereby the Aberdeon Direct Line to Natal will in future be controlled by the Harrison Line, of Liverpool, is but one incident in a process of amulgamation and absorption which has been a marked feature of the shipping industry of recent years. The first and most gigantic of these organisations was, of course, the North Atlantic Combine, formed by Mr. Pierpont Morgan. Created in the year 1902, and since known as the International Mercantile M crine Company, this combination brought together something like a million tens of shipping, British and American. It is significant that an organisation which was at first regarded as inimical to the welfare of the Fritish mercantile marine is now under British management, with its business headquarters at Liverpool. Since the Combine was formed the famous Aberdoon Line to Australia has come more directly under its control, and the White Star Line, the main-tay of the Combine, is also intimately associated T50 Tis. 20, setlers with the Shaw, Savill, and Albion Line to New .. The lines originally included in the Combine

were the American, Atlantic Transport, Dominion, Leyand, Red Star, and White Star. The American Li o ships of necessity remain for the American flag, with the heavy cost of rking incidental thereto. No new ships have in added to its fleet. . The ships of the Atlan-Transport Company have a British Logister, and their number has been increased. Some, if not all, the ships of the Red Star Line have been put under the Belgian A.g. for the convenience of working and its first has been largely reinforced The Dominion Line's connection with Can-da has been jointly developed with the aid of the White Star The Leyl and Line, like the White Star and Dontinion, has remained under the British dag. SOME LEADING SPIRITS

Sir John Eilerman has proved himself a great power in the acquisition and amal amation of steamship centerprises. When the Morgan Combine bought the Leyland Line Sir John Ellerman acquired its Maditerranean interests, and the Elferman Lines (Limited) became established. He bought the famous City Line, of Glasgow, in 1901, from Messrs, George Smith & Sons, Then followed the purchase of the Hall Line, associated, like the City Lane, with the Indian trade; and the Papayanui Line and the Westcort and Laurance Line, both well established in the Mediterranean, Black Sea, and Egyptian trades, Later Sir John Ellerman took over the control of the Bucknall Steamship Lines, which serve a wide range of ports, including those of South and East Africa. He is also actively interested, with the North Atlantic Cambine, in the Shaw, Savill, and Albion Line. Another of the modern organisers of British shipping is Sir Owen Philipps. Since he became chairman of the Royal Mail Steam Packet Company he has acquired Mesers. Forwood Brothers' Morocco Line, the Shire Line of steamers engaged in trade with the Far | Merlin, surveying ship, 1,070, tons, 6 gans, 1,400 East, and the huge fleet of the Pacific Steam Navigation Company which circumnavigates South Africa. Again, he now holds acontrolling interest in the Glen. Line and the Lamport and Holt Lines; while in connection with the recently-formed Elder, Dempster Company he has the practical management of the African Steamship Company, the British and African Steamship Company, and other of the ocean enterprises of the late Sir Alfred Jones. The P. and O. Company have latterly acquired Messrs. Lund's Blue Anchor Line to Australia. Lord Furness, for his part, has absorbed the Norfolk and North American Steamship Company, the Nightingale, rivor gunboat, 85 tons, 240 h.p. Argentine Cargo Lines, and other undertakings. Only lately hothas secured an interest in the Houlder Line and in companies which control a large part of the cargo and passenger trades of the Great Lakes of Canada. SPECI L RESERVE FUNDS.

How far this long list of amalgamations and absorptions is destined to be extended in the near future it is difficult to say. Even Lord Furness seems startled at the rapidity with which events are moving. To quote his recent speech: "Amalgamations and combinations of interests are the order of the day, and when the bigger concerns have driven out the smaller the struggle will lie between the giants." 'Lord Furness' notion of preparing for the fray t kes the practical form of setting aside £50,000 as a special reserve against contingencies. Whether those prise from excessive competition, labour agression, or what not, the nest-egg is to be there, and it is Teal, river gunbeat, 180 tons, 2 guns, 800 i.h.p.

Lord Furness sufficiently indicates that if he wanted a p ecedent for this step he can find it stready furnished by the Hamburg American Lane, which has established a special " fighting. fund." But it is clear that Lord Furness also has in mind the possibilities of the revolution whichmay be brought about by the advent of the oil-engined ship. It is true that in building such a ship -a vessel of over 3,000 tons carrying capacity-he speaks of it as being on its commercial side of the nature of an experiment. But as a shipbuilder, and as a shipowner, Lord Furness knows the experiment of to-day is often the triumph of to-morrow. The coming of the cil engine for ship propulsion may easily involve almost as great a transition as the change from sail to steam, " to

CIVILISATION AND DECAYED TEETH.

At a meeting of the International Dental Federation at the University of London nreport of the work of the Hygiene Commission prepared by M. Lenhardtson (secretary) was read. Itstated that the progress of dental hygiene was decidedly promising, and it had been given a prominent place in the International Hygiene Exhibition at Dresden. The most pro ductive work had been in the United States of America. Owing to the generosity of the brothers Forsyth, who had given one and a halfmillion dollars as an endowment, a now dental infirmary for poor children had been created in Boston. Associations had been formed in Austria, Belgium, France, Norway, and Finland and a beginning made with doutal clinics. Germany had seventy-eight school clinics in operation, and forty-one were being instituted in addition. The object of the propaganda was to advocate the establishment in all civilised countries where the decay of teeth was particularly general of dental clinics in connection with all -lementary schools. The decay of the teeth in civilised countries was estimated at 90 per cent, of the children. This percentage had already been reached in London, and was rapidly being reached in the country. and also in America and on the Continent. In India, Africa, and other parts, where people lived on simple diet it was found that the people had better teeth. Dr. G. Cunningham, -the pioneer of the Cambridge Dental Clinic School, said that, thanks to the generosity of Mr. Sedlev Taylor, it was hoped to start a national committee of oral bygione in England, but it would be necessary to induce other public-spirited men to

help in the work.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

DRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comde. A. Lowndes, Weibaiwei. Astraua, 2nd class cruisor, 4,360 tons, 10 guns; 7,000 i.h.p., Captain E. B. Kiddle. Woibaiwei.

thas, admiralty tng, 615 tons, 1,400 i.h.p Master S. West, Hongkong ramble, gunboat 710 tous, 900 i.h.p. Lieut Comdr. B. G. Washington, Shanghai. Britomart, gunboat, 710 tous, 900 h.p., Lient. Comdr. J. M. Barker, Yangtsze. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400.

f.d., Comdr. H. Lynes, Hongkong. Cherub, water tank and tug, 390 tons, i.h.p. 340 Master W. Smith, Hongkong. Clio, British sloop, 1,070 tens, i.h.p. 1,400. Comdr. H. R. Veale, Hongkong, Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,

Weihaiwei. Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Colombo. Handy, torpedo-bost destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stop-

ford, Hongkong. dart, torpode-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford. Hougkong. Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lit. Comdr. M., B. R. Blackwood

Weihaiwai. Kent, armoured craiser, 9,800 tens, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Kinsha, river gunboat, 616 tons, i.h.p. 1,200,

Lieut.-Comdr. T. J. S. Lyne, Shanghai. i.h.p. Commr. B. O. M. Davy, Saudakan. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. O.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000 Capt. G. C. Cayley, Weihniwei. Monmouth, armoured cruiser, 9,800 tons, i.h.p.

22,000, Captain L. E. Power, M.V.O. Weihaiwei. corhen, river gunboat, 180 tons, 2 guns, i.h.p. 800. Lieut.-Comdr G. P. Leith West River Newcastle, 2nd class eruiser, 4,800 tons, turbino.

Captain George P. E. Hunt, D.S.O., Weihaiwei. Lt. Comdr. Claude Hillersden-Woodward R.N., Yangtaza.

Otter, torpedo-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei. Robin, river gunbost, 85 tons, 2 guns, 240 h.p. Lt. Comdr. Cosmo A. O. Douglas, West

Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt.-Commr. N. E. Archdale, Hongkong. Sandpiper, river gunboat, 85 tous, 2 guns, 24 h.p., Lieut. Comdr. E. J. J. Southby.

West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangteze. Taku, torpedo boat destroyer, 305 tods, i.h.p. .6,000, Gunner L. J. Trillo R.N., Hong-

Tamer, receiving ship, 4,650 tons, 6 guns Commodore Eyres, Hongkong, Lieut.-Comdr. R. J. Buchanan, Yangtsze. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Shanghai. Virage, terpede-bout destroyer, 395 tons, o guas 6,300 i.b.p., Lieut.-Comdr. Harold D. Adair.

Hall. Weihniwei. Waterwitch, surveying ship, 620 tons, 450 l.h.p., Lieut.-Comdr. R. L. Hannock, Singapore, Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comde. G. B Hartford, Weihaiwei.

Widgeon, gunboat 195 tous, 2 guns, 800 h.; Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h. Lieut.-Comdr. B. R. Brooke, Yangtsze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.r. Lieut.-Comdr. G. F. A. Mulock, Yangteze, Submarines :-

No. 36. Godfrey Herbert, Lieut. Commr. No. 37. A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt.-Commr.

Kaiserin Elisabeth, Austrian protected cruiser. 4.000. Fregattenkanitan Oskar Hansa. Northern Waters Panther, third class cruiser, 1,530 tons, Fre-Schmidtheim

Achéron, armoureu gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut, Bertrand, Saigon Alger, 2nd class craiser, 4,820-tons, 22 guns 5,100 h.p., Commander Fournier, H kong Alouette, gunboat, 506 tons, 7 guns, 40 1 h.p. Commander Badin, Saigon Argus, river guubost, 180 tons, 6 guns, 570 h.p.,

Baionnette, ganboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde, gunboat, 184 tons, Reserve, Saigon Lieut. de Linerès, Shanghai Dupleix, armoured cruiser, 7,578 tons, 26 guns,

Lieut, Andonard

17,000 h.p. Desair, armoured cruiser, 7,57 8 tons, 26 gans, 17,000 h.p. D'Therville gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lient Combet, Saigou Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns

152 h.p., Haiphong Lynz, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Montcalm, armoured cruiser, (flagship) 9,467 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-inManche, surveying ship, 1,625 tons, 10 guns; 900 h.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tons, 7 guns, 6,300

b.p., Commander de la Roche Kerandraon, Olry, river gunboat, 170 tons, 6 gans, 500 h.p. Lieut, de Maindroville, Upper-Yongtse Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongka

Perlo. sub-marine, 70 tons, 60 h.p., Lieut. Mon Dier. Saigen Pistolet, destroyer, 300 tons, 7 gans, 7,000 h.p. Commander Mortenel, Housey. Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon

Redoutable, battleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured ganboat, 1,800 tons, 8 gans - 1,600 h.p., Lieut. Seriot, Jaigon. Takou, destroyer, 280 tons, 6 gans 6,500 h.p., In Reserve, Saigon

Vauban, torpodo-depot, Commander Mortenol, Hongay Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river guabost, 180 tone, 6 guns, 7 h.p. Lieut. Dumonliu, Sikiang

Arcona, cruiser, 2,719 tons, Captain von Hipper Iltis, gauboat, 1,000 tons, 10 gans,

Captain Lans Jaguar, gunbost, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Webner Leipzig, craiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1,344 h.p.

Captain Bölken Scharnborst, armoured cruiser (flagship)e 11,420 tons, 52 guas, 26,000 h.p., Kapitan Zur See Mass Taku, destroyer, 289 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe

Corpedo boat "Sgo," Kapitan Lout, Haydan Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p. Captain Ross Vaterland, gunboat, - tons, 3 guns, 500 h.p.

(Haus) Bertram

Captain Toussaint

Calabria, protected cruiser, 2,428, tons, 26 gaus 4,000 h.p., Capitano Maris Casaugova di Paglia, propected cruiser, 2,498 tons, 26 gans, 7,000 h.p., Capitano Gussni Viyconti Mar-

PORTUGUES Patria, gunboat, 700 tons, Captain J. Affrexo UNITED STATES, Albany, orginer, 3 000 tons, C. S. Williams, Arayat, gunboat, Lieut, Comdr. Matt H Signor Bainbridge, destroyer, 7 gans and 2 torpedo

tubes Ensign Lloyd W. Townsend Barry, destroyer, 420 tons, Ens. Edmund S. Callao, guaboat, 243 tons, Eus. J. R. Murrisson Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai

Charleston, battle-hip (flagship), 9,700, tons 58 gans, 21,000 h.p., Comde, John H Gibbins, Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Chauncey, destroyer, 420 tone, Ens. I. N.

- MoNair-Dale, destroyer, 420 tons, Lieut. Herbert H Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagehart, Shanghai

Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manile Helens gunboat, 1,392 tons, Comdr. Regiben O. Bitler, thanghai Mindoro, gunbont, Lieut, George, M. Baum

Mohioan (station ship), Commander G. R. MonSterey, monitor, 4,000 tons, Lt. D. W. Todd Naushau, transport, 1,577 tons, W. D. Pardeaux New Orleans, craiser, 3,430 tons, Comdr. Roger

New York, cruiser (flagship), Comdr. J. P. Paraguay, gunboat, Eusign Roy L. Lowman Pennsylvania, armoured craiser, 13,680 tons Capt. A. Ward

Pompey, collier, 1,600 tons, James D. Linett. Porpoise, 125 tons, 160 h.p., Eas. Keane Rainbow, gruiser, 6,026 tons Com! A. -C

Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 hp. Ensign Theodore & gattenkapitan, Theodor Skerl Edl. von Villalobos, gaubost, 370 tous, &t. A. Audrews Wilmington, gunbost, 1800, Comdr. G. R.

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PLAN OF FOREIGN CONCESSION, SHANGRAL. PLAN OF HONGKEW (SHANGHAI) with Inset. Showing the Extended Serrlevens LARGE PLAN OF THE CITY OF VICTORIA PLAN OF NEW TERRITORY (KOWLOOS)

PLAN OF KOWLOOK PLAN OF MANILA PLAN OF SAIGON PLAN OF SINGAPORE

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SWEDISH

DESTINATION

English ...... 10

Shuen Tau-Garlie.....

E Lo Keung - Stager, old .....

Tsz Keung-Ginger, young ... , 5

War Tsing Tau-Green Peas......

12 Kan Lik-Horse Radish, S'hai , 12

表面 Suk Mai—Sweet Corn......piecs —

產生种 Young Shang Ta'ci—Lettuce... lb. 1

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CHINESE CURRENCY

----

We recently reproduced an article on the

subject of Chinese Currency contributed by a

correspondent to The Times. In a further

article the correspondent endeavours to show

what it is proposed to do in the way of reform.

The new coins are to be minted under super-

vision of the Board of Finance, which

charged with the duty of seeing that they con-

form to the standard as to weight, fineness, and

design. The dollar, which is to weigh 72,100

of a Treasury tael (equal to 416 grains troy), 'is

to contain 90 per cent. of pure silver, and the

smaller coins 80 per cent. and 65 per cent. The

dollar is to be the legal tender to an unlimited

amount. The subsidiary coins will be tender to

a given limit, but will be exchangeable

for dollars at "the Government Bank

to any extent. Pending the introduction

now in circulation will continue to be current

temporarily at market rates, but the Board of

Finance is instructed gradually to redeem these

old coins, and a date is to be fixed after which

they shall cease to be legal tender. After the

issue but previous to the full circulation of the

new coinage, 12 dollars of the new coinage shall

be deemed equivalent to one task of "good

Treasury silver, "good" being defined as that

containing 98.5 per cent: of pure silver. It is

through the medium of "good" Treasury silver

that the conversion from the old monetary de-

nomination into the new is to be effected. All

Government dues and dulies and all public and

private obligations, whether estimated in sycee,

dollars, copp er cents, or cash, are to be converted

first, into "good" Treasury, silver, according

to the market rate of the place on the date

when the Imperial sanction is received, and then

### AVERAGE MARKET PRICES. August 84th, 1911 The Prices are given in Dollar Cents. BUTCHER MEAT. 內面配定 Mei Lung Pa Yuk—Boet, sirloin and prime cut ....... lb. 20 神经 Ham Ngau Yok—Corned Beef " 角中橋 Shiu Ngau Yok—Boast Beef..." A Ngau Nam-Breast of Beef ... Tong Yok-Heef for soup ...... Ngau Yok Pa-Boof Steak..... ARA Ngau Yok Ch'ong-Sausages Ngau No-Bullock's Brains set ## Ngau Lao-Beef Steak, Sirloin lb. 30 利中 Ngau Lo-Bullock's Tongue. MAR Ham Ngau Le- , corned 124 Ngau Tau-Bullock's Head... Kap Ngau Sam- , Heart ... 1b. 12 Fam Ngau Kin-Peef Hump, RA Ngau Kok-Bullock's Feet ... each Ngau lu-Bullock's Kidney .... H & Ngau Kon-Bullock's Liver ... 1b. 12 H4 Ngau T'd-Hullock's Tripe, Tou Kok-Calve's head and Fest ..... Bot. \$1.00 With Yong Pai Kwat Mutton Chop 1h. 22 LA Your Pe-Leg of Mutton ..... , 22 Ba Yong Shau-Mutton Shoulder , 20 Your l'au-Sheep's Head&feet set 50 Yong Sam-Sheep's Heart oach 6 Your Iu-Sheep's Kidnoye ... each 野津 Yong Kon-Sheep's Liver ... lb. 24 田路 (lu Kök-Pig's Feet ...... each 12 胚體 Clu No-Pig lirains .......per set 24 ER Chale-Pig's Kidney ......pair 9 鲁牌框 Chu P'ai Kwat-Perk Chop ... 1b. 20: Chu Sam-Pig's Heart .... , 13 Grat Chu Tani-Sucking : Pigs (to 种性 Fhang Yong Yau-Mutten Sust , 22 MA Ngau Tsai-Veal ...... 20 BB4 Ngau LapChang-BeefSantage ., 20 题具有中 Ngan Chai Yuk Ch Trg- Verl ... 30 Pourray. GE Kai Tsai-Chicken ..... Sin Kni-Capons Pan Kau-Doves...... Gack 輕力場查 Sang Sheng Shou Ap-Wild Duck Ap-Ducks ..... 1b., 18 B Kai Tan-Hen's Eggs ......doz 21 Kai-Fowl, Canton ...... 33 野南湖 Hoi Nam Kni-Fowls, Haiuan . 27 Ngos-Ocescaniana, 22 常野海上 Sht og Hoi Ya Ngon—Gueese, Shanchai ......pa ir-Tak Kot Pigeons | Canton each 30 Hollow 24 12 Om Ch'un-Quail ..... To Teai-Hare ....... H Suan Kai-Phonesat...... Cha Ke-Partridge .....each 10 會在未~Wo W Tsik-Rice Birds ... doz. — E Sa Ta'ci - Snipe .....each 22 A Shat Ap-loal ..... 企業人 Fo Kai Kung-Turkeys, Cock 1b. 60 · 但放大: Fo Kai Mo-Turkeys, Hen ... . 42 Am Kai Yu-Barbel ...... 1 Tam Shou Yu-Canton Fresh water Fish ..... 10 19 20 Man Y'-Codfish ..... Hal-Crabs ...... water\_\_\_\_\_ n 16 型数 Wong Sin-Eels, Yellow ...... ,, 28 H T'in Kai-Frogs ...... 27 ### Pak Kap Yu-Gudgeon........ , 12 A Tao Pak Yu-Herrings ...... 20 A Car Woog FA YO-Labrus. 20 # Loat h .... 32 26 Chai Yu-Mullot ...... , 20 ## Shang H6-Oysters ........ AM Kai Kung Yu-Parrot Fish ... , 16 Tan Le-Perch..... , 15 Hau Taz Ya-Pike ...... AA Pak Ch'ong-Pomfret, White. ,, 32 Hak Ch'ong- , Black ... , 24 · 論書號 Pi Pa Sa—Ray ARA Sik Kau Kun, -Rock Fish ... 10 Chun Yu-Roach ..... A > Sa Yu-Shark ..... XE Ma Yau Yu-Salmon, Canton ... 36 全生 Fhang Yu-Falmon, Fresh Water, \* Kök Ye-Turtles, small, freshwater mountainement processes p 56 Pak Bit Yd-White Bait ..... .. FRUITS. LA Hang Yan-Almonds....... , 25 ATILA Kam ban Ping Ko-Apples, 電子為天 Tin T'sun Pin Kc-Apples, C'foo, 10 Fan Chi—Apples, Small, C'foo ,, — ■本文 H Yat Fun Ping Ko-Apples, 查看量書 Shang Fheng Heung Taiuinnuas, fragrant, Canton ... NAU Soang Houng Tsiu-Bananas Yeung 1 - arambola ...... JE Furg Lut-Chestnuts, Chir 350 .. -THE Ye Tez-Cocoanute ..... each 10 子名數 P'6 Tai Ter-Grapes... Tst ql. lb. 15 Ning Nong-Lemons, Chinese .. 0 Mall & Kam San Lingmon-Lemon,

American... .....each

Ning Mong-Lemons,-Saigon , 10

## Lui Sung Mong-Mango, M'la each -

老韓俊 On Nam Mong-Mango, Saigon ,,-

子位UShan Chul Taz-Mangosteons, ...

Be Sai Kwa-Water Melons China 3

Suptou .... mereres

14 - Shanghhi I i-Pears American ...

Sa Li-1 car Canton ...... 6

Hung Li-Plums Swatow .....

Hur h 'l si - Persiminons large , 10

Pun 7. Po Lo-Pine apple. ... 10

Mas Sin Tai- I cars, Cooking Canton-

理訊域者 crange (Canton) ....... 1b. 6

深雪山金 Pears (America)

Men Obun bing-Oranges, Macao, 6

peridez .....

American...... per lb. —

American ..... each -

Passion Fruit, American ... b. -

Chang- Cranges, Sweet .....

Small , 3

Mandarin ...

HE Lai Chi-Lichees, Freshis

配档室 Wai Chi Kon-Lichees, Small

A Yong Soi Kwa-Water Melon.

體熱器 Chiu Chau Chang Orange.

超多数 Chu fi Rat— "

和数 Tim Kat-

16 Heung Kwa - Musk Melon

	A AGENCIES, AKTIEBOLAG.
46 J	ORK BUILDINGS TOP FLOOR
所大 Papaw 1st qualityonch—	Mush Melon
為大 Tai Tsiu—Plantains	fresh
通過 Chim Lo Luk Yau—Pumelo, Saim , 15 金額 San Hop To—Walnuts, Fresh 1b, 20 株倉 Hop To—Walnuts, Green	選集 Shang Ta'ung—Onions, Green , ( 受政本円 Yat Pun Ta'ung Tan—Onions, Japanese
Shanghai Lo Kwat  VEGETABLES, &c.  YES L Shanghai Ya Chi Chuk	受達達上 Shanghai Ts'ung Tau—Onions, Shanghai
Artichokse, Shanghai  Loong Soo Ta'oi—Asparagusdcz  Chuk Shun—Bamboo Shootslb. 5	新名 Me ka—Okroes
交穿 Ngë Tsòi—Beans, Sprout	Foochow
教育 Min Tau— "Besad g 世語 Pin Tau— "French, S'hai — Pin O Moon Bin Tau—Bears, 2	Japanese
Macso (French)  The Hung Tau Ts'oi Sho. Bestroot  Kau Sun—Care	Macao
新元 Yuen Ke— Brinjals Green 5 新元 Yuen Ke— ,Red 5 英日 Pak Te'oi—Brassica	Americani Fan Shu—Potatoes, Sweet
英子 Kai Ta'oi—Cabbage Chinese	母 经验 Chii Tsai Ts'oi—Pursline
多金 Kam Shun—Carrots	Yin Ts'oi—Spinach
Med. Size — Can Ta'oi - Celery China — 6	面面 Lo Pak—Spinach Chinese
Yeung Can Te'oi—Celery, Eng. "————————————————————————————————————	新疆 Lieu Ngau—Lily Root <b>葡萄种 Yeung Lo Pak—Turnips, Eng.</b> Tsit Kwa—Vegetable Marrow,
智慧情 Ts'ing Lat Tsiu—Chilies, Green , 3 数花紅 Hung Fa Tsiu—Chilies, Red 10	Common
Tsing Kwa—Cucumbers	Chestnuts, Mandaurin

into the new coinage at the above rate of 1 dollars for one Treasury toel. After the expiration of the time limit all such obligations shall be discharged only in the new coin. DIFFICULTIES IN INTERNAL TRADE. It will be seen from the above short description that the Chinesa Government has a sufficiently formidable task. They propose to change THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT at one swoop the whole commercial and monet ary habits of 400 000,000 of people, and these, too, perhaps the most conservative in the world As regards the large trade centres such as Cargo carried on Through Bills of Lading from RONGKONG to RIVER PLATE Shanghai or Hankow the change will be comparatively easy and will probably be welcomed It is when they come to deal with the internal trade and the vested interests of native banks and money-changers, who batten on the present system, that the formidable difficulties will The Imperial Decree declares that the standard shall "temporarily" basilver. This would seem to imply that it is contemplated at some future time to introduce a gold standard. Indeed an earlier Decree, of Oct. 5, 1908, Isid down that after standardising the silver currency China should then carefully proceed to take measures for a further advance with a view to assuring the adoption of a gold standard in the future. For the time being; however, it would scom that the idea has wisely been abandoned. China has yet a long way to travel before she can even think of establishing a gold standard. It will take ber, in our estimation, a good many Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA. DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE wish her every success. TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the INTERESTING STATE VENT BY Mr. H. B. Morse, in a letter to The Times points out that the above correspondent in his second letter was at fault when he characterised as depreciation the increase in the number of [1075—173 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION) DATE OF SAILINGS. SHANGHAI, YOKOHAMA, KOBE & Moji "CANTON" ..... About 17th October.

cash exchanging for a tael. It is rather, says Mr. Morse, the chaotic state of the currency which is indicated than direct depreciation of the copper cash. Mr. Morse continues :-The cash consists of a mixture of copper with, in some mints, spelter, and in others lead, and is standard, weight is Tl. 0.10. Two hundred years ago, in the reign of Yangcheng, the coins issued by the two Im erial mints at Peking, those of the Board of Revenue and the Board of Works, weighed Tl. 0.125, those of the prosincial mints ranging from Tl. 0 10 to Tl. 0 125. The earliest emissions of the Imperial mints in the reign of Kienlaug (A.-A. 1736-1795) weigh. H.M.S. Vernon III. od alse Tl. 0.125, but were soon reduced to Tl. 0.10, and in the last years of the reign to Tl. 0.09 and Tl 0.08. The whole of the 19th at the end of the century weighing as little as battleship Colossus. The theoretic exchange value of these cash | building at the cost of the colony having been was for centuries at the rate of 1.000 to the tael, named New Zea'and, the battleship hitherto but during the third quarter of the 19th century | bearing that name will on recommissioning toit was 1,600 to the teel, more or less. Notwith-

unchanged. Coins of the 18th century were more common than those of the 19th p coins of the dispossessed Ming Emperors circulated intermingled with those of the present raling dynasty; and I have myself, among cash in ordinary daily circulation, found coins not a few issued from the Imperial mints before the time of the Emperor Charlemagne or of King Alfred of England. Then came the beginning of the depreciation in the value of silver; and the great appreciation in the value of copper as expressed in terms of silver led at once to an extensive illicit melting of the coin

the laws of the Empire.

equivalent The prices necessarily vary from day to day and the Sanitary Board has no power to compe!

REFORM, readily taken up, and entered into circulation at their face value. The mints were numerous. at least one for each province (the city of Foochow enjoyed the blessing of three independ ent mints), and in their competition they began to issue these token coins at a discount, at first of 10 per cent, and then of 20 and even more, with the result that in the space of two or three years they circulated only at rates measurably close to their intrinsic value. No attempt was made to supplement the de-

ficiency in the circulating medium, cash, and their value still remained high. They were consequently displaced in the commercial centres by the token coins having a lower intrinsic and exchange value, and the people of China, whose life was based on a coin having nominally a purchasing power of one-fortieth of a penny -wore-driven to-the use, as their lowest unit of a coin worth nominally one-fourth, and actually from a sixth to a seventh, of a penny, and, in anddition, the moneychangers levy tell, not only on the exchange from silver to copper, but also from the fluctuations in the exchange between the lo-day is as follows --10-cash and the 1-cash copper coins. Coming now to the statement of your corre-

spondent, we have the tael exchanging 40 years of the new coinage, sycce and the various coins ago for 1,600 cash and five years ago for 1,000 cash, and quoted now at 1,765 cash; but this lust quotation is really in forms of 10-cash pieces, and if the shopman or the artisan wished to obtain the standard Imperial currency, the 1-cash piece, of this he would receive less than 11,000. Moreover, the Statistical Secretary's report for 1910 states that "the average number of 10-cash pieces exchangeable for one dollar on the Yangtsze was about 132, while in some parts of China it rose as high as 144. "This last figure corresponds to 1,920 nominal cash for the fael, but the number of 1-cash pieces obtainable would still remain below 1,100.

# JUBILEE OF THE IRONCLAD.

THEN AND NOW. This year is the jubiles of the entry info service of the first of all sea-going armoured ships built for the British Navy. This was the armoured ernisor Warrior, which, laid down at the Blackwall yard of the Thames Ironworks in 1859, was launched on December 23, 1860, and commissioned by Captain the Hon. Arthur Cochrane on August 1, 1861, for a series of exporimental cruises.

The Warrior was built as a "roply" to the armoured frigate Gloico, which had been built for the French Fleet. The British was considerably larger than her "opposite number." Her length was 380 feet, beam 54 feet 6 inches and displacement 9,210 tons. Her engines of 5,700 horse-power, which gave her a speed of 14.4 knots on trial, were constructed by the famous firm of John Penn at Greenwich, now merged in the Thames Ironworks.

The great feature of the ship was, of course, her armour belt. This was composed of rolled iron plates 41 inches thick, and covered the water-line for about three-fifths of the vessel's length, the ends of the ship being left ontirely unprotected. The Warrior was a very graceful ship, with her overhanging bow and her three masts, carrying a full spread of canvas, rastly different from the grim-looking business like ships of to-day.

By a coincidence, the battleship Hereule, which was commissioned in July for service as flagship of the Vice-Admiral commanding the Second Division of the Home Fleet, had her crew completed to full numbers on Angust 1st and proceeded to join the rest of the fleet at Port land. There is, of course, no means of making any reasonable comparison between the fighting values of the two ships, since the old Warrior would be about as effective against the Hercules years before even a silver currency is established. as a fishing smack, the reason being that by Nevertheless, it is a hold forward move, and we keeping out of the range of the Warrior's muzzle loading guns - which her superior speed would enable her to do -the modern ship could sink the Warrior in a couple of minutes without getting so much as a scratch herself, Nevertheless, some idea of the progress made

in the last half century may be obtained from the following details: -

	warrior 1861.	Hereutes 1911.
Length, feet	380	510
Boam, feet	54.6	
Tonnage	9,210	20.000
Horse power	5.7002	5.000 (turbines)
Speed, knots	14.4	21
Main armour	4lin.iron	12in. steel
Armour at ends	pil	6in
Heaviest guns		65 tons
Heaviest shell	253	850lb.
Muz energy of dit	to 3 64ft. tons	53,400ft. tous

The hulk of the old Warrior is still in existence. It is attached to the Vernon, torpedo school-ship at Portsmouth, and is known as

The battleship New Zealand was commission. ed on August 1st, with a nucleus crew for service as flagship of the rear admiral commandcentury was a period of corruption, degradation, ling the Portsmouth sub-division of the Third and disaster to the Empire, and this was shown and Fouth Divisions of the Home Fleet. The in its coinage in its artistic appearance, its place of the New Zealand in the Second Division ally, and its weight, coins issued by the mints will shortly be taken by the new Dreadnought In consequence of the Dreadnought cruiser

day he renamed Calcdonia Wales will them bestanding this depreciation, the cash were still the only important division of the Empire unrepresented by a warship in the Fleet.

### WAR OFFICE CHANGES.

NEW APPOINTMENTS TO COMMANDS.

A considerable change in the personnel at the War Cflice and in the Commends will take place towards the close of the year, bringing into new places of authority several well-known generals. A final decision has been made in the case of the successor to General Sir William Nichelson as of the realm—the penalty for which is death by | Chief of the Imperial General Staff. This election, as anticipated, falls on Genera' Sir John First, all the se of or exceeding the full weight French, who thus becomes virt al Commander inof Tl. 0.10 disappeared from circulation, then | Chief of the modern British Army, which he has those of Ti. 0.09 and Ti 0.08, and even those | done so much to create. The question of his down to Tl. 0.07, if their attoy contained a good successor as Inspector-General of the Forces has proportion of copper. The result should have engaged close attention, and the choice has fallen been an increase in the number of cash exchang, upon General Sir Charles Doughe, now coming for a tael of silver; but the appreciation of | manding in the Southern Command, and who has copper continued, and the withdrawal from had experience of training troops at Aldershot, circulation of a full helf of the currency created | where he has been much on the Staff, and comso great a monetary stringency that; instead of manded the Second Division. A successor to increasing, the cash exchanging for a tacl fell the Southern Command at Salisbury is not in the last years of the century to about 1,100, definitely decided upon, but this command may only a little more than the old exchange go to Lieu enan General Siz James Grierson. This is contingent on his not being re-elected for In 1887 an effort was made to cope Quartermaster-General and Third Military with the monetary stringency, and the Member of the Army Council. It is understood provincial mints were commanded to issue cash; that Lientenant General Sir Horace Smithbut copper could not be made to take up enough | Dorrien may more probably go to the War spelter or lead to allow the coins to be issued Office in this capacity, but he has first to accomexcept at a loss, and no funds were provided to pany the King to India, so that the selection cover this loss. In China not much is done is still indefinite. Sir Horace vacates the Alunless the official in charge can find a profit dershot Command in November, and will be in the operation, and the void in the currency | succeeded by Sir Douglas Haig, now Chief of remained unfilled. The distress among the the General Smil in India, who is turn is to be people became more acute, and when the large succedeed in India by Sir P. rey La e, who was seignorage accruing (not far from 100 per cent.) | 80 successful an adviser to the Dominion auled, in the opening years of the present century, therities in Canada. A new Adjutant General to heavy issues of 10-cash token coins, they were for India is also to be chesen at an early date.

WEATHER REPORT

On the 30th at 12.05 p.m.—The depression, noticed over the Pacific yesterday, is a typhoon. This morning it is situated to the Southward of the Locchoos, and is moving apparently towards

Pressure is giving way at the stationt bordering the Pacific. It has increased over the E coast of China, the depression lying over the

Yangtze Valley having moved Northwards. The high pressure area remains over E. Japan and adjacent waters."

Moderate W. and S.W. winds may be ex preted over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon

DISTRICT FORECAST. Hongkong & Neighbourhood

Variabla winds. Formosa Chanuel. moderate. South coast of China between | Same as No. 1.

South coast of China between | Same as No. 1. W. winds, light or moderate : fair.

~CHINA COAST METEOROLOGICAL REGISTER.

August 3 th AT A.M.

Tostock ..... 7 a. 3 .0 ) 68 | 96 | 88E. 0 0 6 n. 30 st 4 - 1 ss g Nemuro Hakodate ... 30.11 -., 30.06 - NNW I Vagusaki 29,63 — \_ 29 56 ---Bonin Is. Weilaiwei 9 n. 29.86 76 1.95 11 3 Hankow \_\_\_\_\_ Kiukiang. 9 a. 29.75 85 72 .. 29.70 83 83 88 (5 em Sharp Pk 6 a, 29.61 B3 79 16 2 3 5 a. 29.66 — | \_\_\_ Taihoku | Taichu: Tainan .. |29.65| -- |-- | Koshun.... 19 a, 29.71 84 64 N 2 b Canton ..... 10 a. 29.69 86 60 -----NW. Gap Rock ..... . 29.67 -- | NNW 4 --Wichow ..... 9a. -. 29,78 88 SW .. 29.88 77 C. St. James .. 6a. 29.65 75 Yparri -JY Manila 10 a, 29.80 79 92 WHW 31

F. G. Frag, Director, Hongkong Observatory, August 30th, 1911. 1 BAROMETER, reduced to 32 degrees Fahrenheiton the level of the sea in inches, teaths and handredths. 2 TEMPERATURE, in the shade, in degrees Fahron-

6a. 29.77 77 \_\_

Bacolol

3 HUMINITY, in percentage of saturation. midity of his atturated with moisture being 101, 4 DIRECTION OF WIND, to two points: 5 FORCE OF WIND, according to Beafort Scale. G STATE OF WEATHER, b blue sky, e detached cloud, d drizzling rain, f fog, g gloomy, h brail, t lightning, o overcast, p passing showers, q squality, r tain, 4 snow, t thunder, v visibility, w dew (we:)

O Rain in inches, touths and hundreths.

HONOKONG METEOROLOGICAL

Hongkong Observatory, August 30th.

REGISTER.

	Previous	On-Date	On Dat
	at 4 p.m.	10 a.m.	4 pm.
Baromoter	29.64	29.69	29.63
Temperature	87	86	55
Humidity	61	60	53
Wind Direction	W	West	
" Forceti	2	1	0
Weather	· ·	b .	
Rain		1 Paris	

Highest open air Temperature on 29th, 89 Lowest open air Temperature on 29th... 8

HONGKONG TIDE TABLE.

From 31st August to 6th September, 1911

	* *	Higi	H .W	A	ER,	· ·			Lo	Ż-V	VAT	ER
	Days of W. ek.	Days of Month	H.	ko Len im	ш	Totale	neignr.		ko 1en	n	Heinelit	
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١	Sat.	2	nı	3 3	88	5	9	ın	2	5 u	2	Q
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		}			17 a		. 7	i ur				3
i	Wed.	. 6	w		21.	6	9	m	. 2	6 : 9	1 4	1

ARRIVALS.

"CHINKIANG, British str., 1.239, M. W. Kay, 30th August-Hougay 27th August, Coal -Butterfield & Swire. Dutta, Brilish str., 4,780, E. P. Martin, E.N.R. 50th August-Singapore 25th Aug., Mails and General-P. & O. S. N. Co.

Processing, British str., 1.987, T. A. Mitchel 50th August-Moji 23rd August, Genera -Jardice. Matheson & Co. GERMANIA, German str., 600. C. Sepren, 300 August -Sydney via Islands 15th Febr.

Copra-Siemssen & Co. Hellene, German str., 782, H. Hendixen, 30th Amrust-Pakhoi and Hoihow 29th August General-Jebson & Co. Hongkong, French str., 739, A. Cornelinssen

50th August-Haiphong 28th Aug., Rice and General-A. R. Marty. KUETCHOW, British str., 1,215, E. Forsyth, 30tl August-Tientsin 22nd August, General-Butterfield & Swire.

NAM SANG, British str., 2,591, G. M. B. Lake 30th August -- Calcutta and Singapore 24th August, General-Jardine, Matheson & Co

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 30th August. Als Maru, Japanese str., for Kobe. Dagny, Norwegian str., for Hongay.

Nijpon Maru, Japanese str.: for Moji. DEPARTURES 30th August.

HENGLOE, British str., for Nagasaki, CHONHUN MARD, Japanese str., for Swatow. CHOYSANG, British str., for Shanghai. DELTA. British str., for Shanghai. HANOL Franch str., for Pakhol. HIRANO MARU, Japanese str., for Singaporo. HONG BEE, British str., for Amoy. NIKKO MARU, Japaneso str. for Nagasaki. St. KIANG, French str., for Haiphong ZAFIRO. American str., for Manila.

SHIPPING REPORT. The British sir. Namsang reports: Moderate S.W. monsoon and fine weather. The British str. Della reports: Singapore to Cape Padaran, moderate S.W. monsoon: Cape Padaran to Hongkong, light S.W. mon-

soon; very fine weather throughout, The British str. Funksang reports: After passing Tong Yung on 26th inst., at 11 p.m fell in with heavy Easterly swell with falling barometer, and at 3 a.m. on 27th, the wind having freshened to hurricane force from E.N.E. hove ship to. During all the 27th in lat. 26 degrees N. experienced heavy typhoen with exercast, sky, fierce rain equalls and very heavy tion. During the night of the 27th the wind commenced, to veer to S.E and South, and at 5.30 a.m. on 28th, the wind having settled into SS.W. and the barometer raising slightly, a course was again set through Formesa Channel. Lowest barometer rending, 29.27 at 8 a.m. on the 27th insta

### PASSENGERS.

ARRIVED. Per Namsang, from Calcutta. &c., Liout. G. H. Pulleyn and Mr J. Sanderson. Por Germania, from Sydney, &c., Messes

. Kommunk, Hassenfeldur, Ada and Alendes. Per Feekenng, from Japan, Mrs J. A. Gaua--- avay, Miss A. D. Robson, Mr J. S. Hutcheson and Mr D. V. Stevenson. Per Delta, for Hongkong, from London, Mr.

G. T. Lawson, Mrs Le lum, Mr. W. H. Julien, Mr D. W. Barnett and Mr Leelum ; from Marseilles Lieut.-Col. Chapman, Mr and Mrs W. Stevensen, child and nurse; from Bombay, Major Sir T. S. Tanered ; from Batavia, Mr T H. Mattern; from Bangkok, Mr H. W. Hall; from Sincapore, Mr. D. McGilvray, Mr. H. Garrow, Mr. R. S. Fry, Mr. H. S. Playfair, Mr. J. W. Bicknell, Mr G. Thornton and Mr Lunn Kinn; for Shanghai, from London, Mr Henderson; from Marseilles, Mr P. H. Robinson from Bombay, Mr Y. Terado: from Penang, Mr Selby Moore: for Yokohama, from London, Mr II. Cadman : from Marseilles, Mr H. I Schwartze.

Per Hait on, for Amoy, Mr and Mrs Arnold and 3 children, Misses F, and B. Bryant; Mrs W. B. Walker; for Foochow, Misses W. L. Marshall and F. E. Coleston.

Per Nikko Maru, for Japan, Dr., and Mrs Elliott, Mr. Hosel, Mr. Nathan and valot, Mr A. E. S. Alres, Capt. and Mrs Waving, Mr J. H. Hance, Mr Hanisch, Mr N. Hayashi, Mr and Mrs Arthur Charlton, Mr Deamer, Mr and Mrs Blair, Mr Harmer, Mr Senow, Mr Matsuo, Mr O. Matsue, Mr and Mrs Julyn and child. Mr. and Mrs Yamamoto and 3 children, Mrs Wm. Wade, Mr Nahon, Mrs Partridge, Mrs Matsa. daira, 2 children and maid, Mr Ronaldson, Mr Hatchings, Mr S. B. Shyo, Mr and Mrs A. B. Young, Messrs Shibata, Satow, Skeley, Carl Larven, Rosario, and Mrs K. Ouchi.

Per Hirano Mora, for Europe, Mr Takashima, Mr Arakawa, Mrs J. H. N. Mody, Mr T. Yatsui, Mr C. M. Morrison, Mrs T. Nagano, Mr and Mrs Inagaki, Mr and Mrs R. L. Hard ing. Miss Ida Hutchinson, Mr G. Somekawa. Mr Kasagawa, Capt, Kaburagi, Messra Kitayama, Tsukada, Taknouchi, Arai, Yanagisawa, L. H. Davis, Mrs S. Suzuki, Miss Takeuchi, Mrs M. Tanaka, Mrs G. E. Don, Miss Komoto, Mesers Graham, Mathews, Yokoyama, Tsuji-meto Aoki, Watanabe, Tanaka, Taylor, Koyaum, F. Shoemaker, Urabe, Mizuguchi, Nagano, A. L. Cowon, Iwohori, Uchida, Kamiyama and

Per Zufiro, for Manila, Mr and Mrs Collundan, Mr F. A. Branagan, Mr H. C. Coburn, Mr Wm. Payne, Mr G. R. de Chaderides, Dr. C. E. Morris, Dr. L. M. Lhamon, Mr W. K. Ward, Mr. H. M. White, Mr M. L. Flint, Dr. C. R. Stanley, Mr and Mrs C. Rydell, Mr S. Tsit, Takeda, Mr Y. Nishi Yama, Mr P. N. Sharma Me John Porter, Mrs A. de la Faz and child, Mr and Mrs G. V. Hayes, Mr E. A. Linton, Mrs. R. Benzane, Miss D. la Cruz. Mr R. H. Johnstone and Mr. J. V. Howard; for Cobu. Mr and Mrs Dunlap and child, Mr and Mrs Esquizo Uv Gadinez; for Hoilo, Mr James A. Rigby and Mr G. Ross.

### STEAMERS PASSED THE CANAL.

August 1st - Antilochus, Benvenue, Buctow, M. Ceylon. 4th - Agamemnon, Aki More, Austria. Caledonien, Dunblane, St. Patrick, 8th-Sucria. 11th-Slavonia. Theseus, Tranquebur. R.C. Delayed through mutilation, Vandalia. 15th-Benalder, Nubia, Palma, 18th-Brasilia, Mishima Moru, Stentor, Sydney, Telema-chus, Gneisenau. 22nd-Belgravia, Denlighshive, Matoppo, Menclars, Sumatra. Glenfarg, Sencyambia, Lorat. 25th-Armand Behic, Konanger, Sineca, Siam, Atrews, 29th-Culchas. Candia, Silvia, Simla, Yangteze.

ARRIVALS AT HOME. August 29th-Achilles, Erzher 20g Franz Fer-

### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those yessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

iile éll,	1. From Green Island to the Harbour Master's	2. From Harbour Ma	ster's to Blake	Pier		Inval Yard. 4. From Naval Yard	d to Floor Dains
ral				0 (4			T to East Point
Oth	DESTINATION.	VESSEL'S NAMES	WT A CL. P. C.		-6		
br.,			PIAG & RIG	BRETE)	CAPTAIN,	FOR FREIGHT APPLY TO	TO BE CESPATCHED
Oth			""		• • • • • • • • • • • • • • • • • • • •		
ıst,					• • • • • • • • • • • • • • • • • • •		
on							
300	LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str	-	S. Barcham	P. & O. S. N. Co	0.0.00
0tlı 1—	LONDON & ANTWERP VIA SINGAPORE, &C.	SOCOTRA SARDINIA	Reit, ate A	:	G. J. Coldwell, C. C. Tellion n v n	P. & O. S. N. Co.	About 6th Sept.
	HAVRE, ROTTERDAM & HAMBURG &c	PREUSSEN	Ger str.	k. w.	Juger	HAMBURG-AMERIKA TANIE	About 20th Sont
ke, 4th	I HAVRE, BREMEN & HAMBURG &c	AMBRIA	·Ger str	k. w.	TO 1 94	HAMUBRG-AMERIKA TIME	On 14th Oct. On 20th Sept.
Co.	HAVRE & HAMBURG VIA STRAITS, &c.	RHEINFELS	Gar str	k. 17.	Habel	HAMBURG-AMERIKA LINIE	To-day. On 15th Sept.
	COPENHAGEN & BALTIC PORTS	QUEVIA	Ger. str.	k to	Weyhausen Rassau	HAMBURG-AMERIKA LINIE	On 29th Sept.
	MARREILLES, LONDON & ANTWERP VIA SINGAPORE &C.		Swed, str	-	Apple apple to the state of the	ULOF WIJE CO. LAN-	On 12th Oct. About 20th Sept.
	MARREILLES, LONDON & ANTWERP VIA SINGAPORE. & NAPLES GENOA ALGIERS, GIBRALTAR & SOUTH AMPTON	ALAMO MIARU	Jap. ate.		Sommer	NIPPON YUSEN KATRUA	7 On 1747. Cl. 117
	TRIESTE, &c., V'A BINGAPORE, &c.	VARTUATION	Aug. str.		F. von Binzer R. Dannecker	NIPPON YUSEN KAISHA MELCHERS & CO.	About 6th Sopt.
	BOSTON & NEW YORK VIA PORTS & SUEZ CANAL BOSTON & NEW YORK	RATUNA. ROSERIC	Am. str.	<b>Depthis</b>	404 -556 401 155 554 584	SANDER. WIELER & Co. SHEWAN, TOMES & CO.	On 27th Sept.
	VANCOUVER, B.C., SEATTLE & PORTLAND, &c. VANCOUVER VIA SHANGHAI, JAPAN, &c.	SUVERIC	Am. str Brit. str		F. S. Cowley	ARNHOLD, KARBERG & CO.	About 5th Sept. On 15th Sept.
	VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE EMPRESS OF INDIA	Brit, str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co	On 5th Sept., at Noon
1000	VICTORIA, C.B. & TACOMA VIA REELUNG & JAPAN VICTORIA, B.C. & SEATTLE VIA REELUNG, &C	STATTLE MARU	Jap. str.		E. Boetham	CANADIAN PACIFIC R. Co OSABA SHOSEN KAISHA	On 14th Oct.
ý .	VICTORIA. B.C. & TACOMA via KEELUNG, S'GHAL &C.	INABA MARU MEXICO MARU	Jap. str		S. Tominagar	NIPPON YUSEN KAISHA	On 6th Sept., at 11 A.M. On 12th Sept., at 4 P.M.
	SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. SAN FRANCISCO VIA KERLUNG, S'HAI & JAPAN &c.	Cutwa	Brit. atr.	-	THE PARTICULAR THE PA	OSAKA SHOSEN KAISHA PACIFIC MAIL S.S. Co.	On loth Sept., at 11 A.M.
. ,	SAN FRANCISCO VIA KRELUNG. S'HAI & JAPAN, &C	CHITO MARU	Am. str Jap. str		A. Dixon W. W. Greene	PACIFIC MAIL S.S. Co.	To-morrow, at 1 P.M. On 8th Sopt.
	PORTLAND VIA JAPAN AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Nor. str.		Eivind Mayor	PORTLAND & ASIATIO S.S. Co.	On 15th Sept. at Noon
	KOBE & YOKOHAMA	COBLENZ	Ger. str.		T. Sekine L. Klugkist	NIPPON YUSEN KAISHA	To-morrow, at Noon
Ų.	KOBE & YOKOHAMA	MISHIMA MARU PRINZ SIGISMUND	Jan. str.	·	A. E. Moses	MELCHERS & CO NIPPON YUSEN KAISHA	On 9th Sept., at D'light On 14th Sept., A.M.
	NAGASARI. KOBE & YOKOHAMA JAPAN	KUMANO MARU	Jan. str	_	THE STREET SALES	MELCHERS & CO NIPPON YUSEN KAISHA	About 19th Sept.
le.	MEXICAN, PERUVIAN & CHILEAN & JAPAN	414 41	Dut, str.	<u> </u>	7 - 7377 11 5 10 10 10 10 10 10 10 10 10 10 10 10 10	JAVA-CHINA-JAPAN LIAN	Quick despatch
re.	CHEFOO & NEWCHWANG		drit, str		T. MITOORGA	Toyo Kisen Kairia Jandine, Matheson & Co., Ld	On 14th Oct., at Noon
n: n:	SHANGHAI., KOBE-& MOJI	CHINHUA	Brit. str.		Dennis de la constante de la c	DUTTERFIELD & SWIER	On 9th Sept., at 4 P.M.
	SHANGHAI	NAMSANG	Brit. str. Brit. str		G. M. B. Lake	JARDINE, MATHESON & CO., L.D.	To-day, at 4 P.M. To-morrow, at Noon
er n	MANGHAI, NAGASAKI, KOBE & YOKOHAMA	HANGSANG	Brit_str	I	S. Wildenmeer	BUTTERFIELD & SWIRE	On 2nd Sept., at M'night
g	SHANGHAI, KUBE & IOKOHAMA	SUEVIA.	Ger. str.	3	Th. Stollberg	JARDINE, MATHESON & Co., LD., MELCHERS & Co.,	On 5th Sept., at Noon About 6th Sept.
Y .	Diranolial, most, wolf w longuality	PALMA.	Brit, sty.	-	H. W. A. Clark, R.N.R.	P&OS NOS	On 6th Sept.
26	SHANGHAI,	ASSAYE	Jap. str Brit. str		THE THE THE PARTY OF THE PARTY	19 1 12 12 17 187 W 1770 19 14 15 15 15 15 15 15 15 15 15 15 15 15 15	A 1-1
y l	SHANGHAI. TURUHANA, KOBE & MOJII	CANTON	Swed, str.		de la	OLOF WIJK & Co., Lan	About 14th Sept.
irl	SCAROLIZITION STATES OF THE PARTY OF THE PAR	LUIPANAE	Brit. str		THE AND AND COUNTRIES OF THE PARTY OF THE PA	P. & O. S. N. Co JAVI-CHINA-JAPAN LIJN	About 28th Sort.
lio lio	AWRESOT ALL DANTON & WIND I WE OF SELECT		Jon. str.		H 411 141 141 141 141	OSAKA SHOSEN KATSHA	Quick despatch On 3rd Sept., at 10 A.M.
n 1		AR A TULA WAY	### 1 '	2 h.	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	OSAKA SHOSEN KAISHA	Un 6th Sept. at 10 A.M.
n	SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN SWATOW, AMOY & FOOCHOW	HAICHING	Brit, str. Brit. str.	, t m	r'oresyth	BUTTERFIELD & SWIRE	To-morrow, at 1 P.M. On 2nd Sept., at 4 P.M.
. 1	SWATOW, AMOL & BOUCHOW	HAITAN.	Brit. str.	$2 h \cdot \{$	J. S. Roach	DOUGLAS TARRATE & CO.	On 5th Sept. at 1 P.M.
	MANILA, CEBU & ILOILO	YUENBANG	Brit. str		P. H. Rolle	Douglas Laprair & Co., Ld., Jardine, Matheson & Co., Ld.,	On 2nd Sept., at 2 P.M.
-	TATE TATE TO A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	RUBT	Brit. str		Teask	JARDINE, MATHEON & CO. LD.	On 5th Sept., at 4 P.M.
ŧ.	MANILA: CEBU & ILOILO	XIDIDO	All areas are also	:	S. Crosby	SHEWAN, TOMES & Co	On 9th Sept., at 4 r.m.
rs	BATAVIA, CHERIBON, SAMARANG, &c.	HARATA MARU	Jap. str.	(2 <del></del>	K. Boyeda	NIPPON YUSEN KAIRHA	On 20th Sept., at 4 P.M. On 5th Sept.
1 -	SINGAPORE, PENANG & CALCUTTA	MOOKS AND	Alberta market		T. A. Mitchell	AVA-CHINA-JAPAN LIJN	Onick downstake
n	SANDAKAN KUDAT & SANDAKAN-	BORNEO	Ger. str.	-	Weigall	ARDINE, MATHESON & Co., LD	On 18th Sept. at Noon
P	KWANG CHOW WANG & HAIPHONG	SI-KIANG	ren.str.	- ji		E	Middle of Sept. On 13th Sept., at 9 A.M.
n I		· ·					OR YOUR DOLL BY A V'W'

# CANADIAN PACIFIC RAILWAY CO.'S PORTLAND & ASIATIC S.S. CO.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Ses of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOROHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER

•	r	BAYING 5	TO ( DAI	S OCEAN	TRAVEL	4	4.0
	From	Hongkong.			From	Quebec.	
14 )	EMPRESS OF	INDIA" SAT.	2nd Sept.	"ALLEN	LINE"	FRIDAY.	29t) Sen
14	EMPRESS OF	JAPAN" SAT.	23rd Sept.	"EMPRE	SSOFIRE	LAND"FRI.	20th Oct
" ]	MONTEAGLE	" SATURDAY	14th Oct.	. 4	- The Table 1		,
4 3	EMPRESS OF	" SATURDAY INDIA" SAT.,	4th Nov.	"EMPRE	SS OF BRI	TAIN" FRI.	. 1st Doc
÷		_				1761	

Steamships leave HONGKONG at 6 P.M. THE Quickest route to CANADA, UNITED STATES and EUROPE, salling at L. SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with "the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

# Mrs L. Blacketl, Mr N. Nakanyshi, Mr S. NORDDEUTSCHER LLOYD. BREMEN mails, arrived at lokenama on the 28th instant, IMPERIAL GERMAN LINES.

	4.4		
4.6			
ADIES OF		8 THAMERS TONE	TO SAIL.
APLES, GEN GIBRALTAR,	SOUTHAMPTON.	"PRINZ LUDWIG," Capt. F. v. BINZER, 18,300	(Wednesday 6th
ANTWERP and	HAMBURG )		Sept., at Noon.
and YOKOHAM		Capt. TH. STOLLBERG. 16,000	About 6th Sept.
ANILA, AN NEWGUINEA, SYDNEY and I	GAUR, YAP, BRISBANE, MELBOURNE	"COBLENZ" Capt. L. Kluckist, -6,750	9th Sept.
OBE and YOKC			f About
UDAT and SAN	DAKAN {	"BORNEO" - Capt. F. SEMBILL, 5,000	Middle of

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken. For Further Particulars, apply to NORDDEUTSCHER LLOYD,

MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 25th August, 1911.

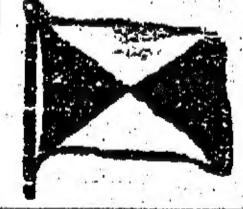
IN CONNECTION WITH

### OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.) STEAMBHIP To SAIL RYGJA" ... On 1st Sept. Daylight. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, King's Building, (Opposite Illake Pier).



# PHILIPPINES

STEAMSHIP	Tons	CAPTAIN	FOE	BAILING DATE
RUBI	4000	S Crosby M. C. Smith	Manila, Cebu & Iloile Manila, Cebu & Iloile	On 9th Sept., 4 P.M. On 20th Sept., 4 P.M.

### VESSELS EXPECTED.

Hongkong, 31st, August, 1917.

THE AMERICAN MAIL. The T.K.K. str. Chiyo Maru, with U.S. and is due to arrive at this port on or about the 5th prox.

The E. & A. str. Aldenham from Sydney &c., is due at Manila on the 4th prox. The I.G.M. str. Prinz 'igismund left Sydney on the 26th instant, at 11 a.m., and may be expected here on or about the 19th prox,

THE AUSTRALIAN MATE

The C.P.R. Co.'s str. Montangle arrived at Moji at 2 p.m. on the 28th inst., and left again at 2 pm. on Tuesday for Shanghai, where she is due to arrive at moon on the 31st inst. The C.P.R. Co.'s str. Empress of Japan left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd instant a.m.

THE CANADIAN MAIL

THE GERMAN MAIL. The I G.M. str. Gneisenau, carrying the German Mails with dates from Berlin of the 9th instant, left Colombo on the 27th instant | prox. p.m., and may be expected here on or about the

THE INDIAN MAIL. The Indo-China str. Kumsang left Calcutta for the Straits and Hongkong on the 19th inst., and is due here about the 4th prox.

6th prox. p.m.

### MERCHANT STEAMERS.

AGENT.

The N.Y.K. str. Yawata Maru (Australian Line) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected here baya for Calcutta.

SHEWAN, TOMES & Co., General Managers.

PHILIPPINES 8.S. Co.

on the 27th instant a.m., and may be expected here to day p.m. The N.Y K. str. Bombay Moru (Bombay Line) left Singapore for this port on the 25th Aug., and is expected here to-day. The str. Glenesk passed the Suez Canal on the 25th ult, and is due here to-morrow.

The N.Y K. str. Inaha Moru (American Line) left Kobe for this port via Moji and Shapphai on the 25th instant, and is expected here on the 3rd prox. The "Ben" Line sir. Benvenue from Mid dlesbro' and London, left Singapore on the 27th

inst, for this port. The N.Y.K. str. Bingo Maru (Bombay Line) left Bombay for this port via Singapore on the 25th instant, and is expected here on the 12th

The American & Manchurian Line steamer Matoppo passed the Suez Canal on the 22nd instant, and is due here on or about the 18th

The str. Glenfarg passed the Suez Canal on

the 22nd instant, and is due here on or a out the 24th prox. The T.K.K. str. Buyo Manu sailed from Honolulu for Hongkong on the 26th inst., and is due here on or about the 29th prox.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMBRICAN-AND-SOUTH-AFRICA PORTS.

THE Steamship

"ARCADIA," Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "Mongolia," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Ten and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 14th Oct., 1911. Parcols will be received at the Office

until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT. Superintendent, Hongkong, 21st August, 1911.

HONGKONG -BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

"KATUNA," ... On or about 5th Sept. -For freight and further information apply to-

SHEWAN, TOMES & Co. General Agents, Hongkong, 15th August, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast THE Steamship

"ROSERIC," Will be despatched for the above Ports FRIDAY, the 15th September. For Freight and Passage, apply to ARNHOLD, KARBERG & Co., General Agents.

Hongkong, 22nd August, 1911.



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID, (Taking Cargo at through rates to the Pensian" GULF, RED SEA, BLACK SEA LEVANT, VENICE and ADRIATIO PORTS).

THE Company's Steamship

Hongkong, 28th August, 1911.

"VORWAERTS," Capt. Danuccker, will be despatched as above on WEDNESDAY, 27th Sept. This Steamer has capital accommodation for passengers, electric light and carries a doctor For information as to Passage and Freight, SANDER, WIELER & Co., Agents.

Princes Buildings.

VESSELS PASSED ANIER.

August 2, British str. Oobaria, from Soura-August 2, British str. Saint Michael, May

The H.-A. Linie str. Ambria left Shanghai 29, from New York for Manila. August 2, British 4-m bg. Drumeltan, Watt, April 29, from New York for Hongkoog. August 7, British str. Itinda, from Rangeon for l'jilatjap.

August 7, Dutch str. Besitung. August 7. British str. Islander, Deans, from Christmas Island for Singapore. August 8, British 4-m. bg. Arrow, MacIvor, May 2, from New York for Hougkong.

August 8, British 4-m. bg. Alcides, Jarvis, April 25, from New York for Yokohama. August 9, British str. Querimba, from Colombo for Sourabaya,

August 11, Dutch sir. Walcheren, Vollenhoven, from Rotterdam for Batavia August 13, German str. Lothringan, Meyer, Aug. 11 from Tjilatiap for Batavia.

August 14, British str. Warpara. Hutcheson, Aug. 14, from Batavia for Colombo. August 15, German str. Altona, from Ham-

burg for Batavia. August 15, Dutch str. Tantalus, July 2, from Rotterdam for Batavia.

August 15, German str. Rendsburg, May 20, f om Hamburg for Batavia.

Sapt., from Konn

Sopt., at 4 P.M.

Oct., at Noon.

TUESDAY, 5th

STEAN NAVIGATION COMPANY.

FOR	STEAMERS	TO BAIL	REVACES
OF CAME.	B) ARCADIA Capt. S. Barcham	Noon, 2nd Sept.	See Special Advertisement
VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA Capt. G. J. Coldwell SARDINIA Capt. C. C. Talbot, B.N.R.	About }	Freight only. Freight and Passage.
SHANGHAI, MOJI, KOBE	* Sin Assert to		Freight only.
SHANGHAI	ASSAYE Capt. G. W. Cockman R. N. J. DELHI Capt. H. S. Bradshaw, R. N. J.	R. (* 14th Sept. ) ) About	Imasage.

For Further Particulars apply to

Hongkong, 31st August, 1911.

A. HEWETT.

# CHINA NAVIGATION

	The state of the s
	SAILINGS SUBJECT TO ALTERATION
•	FOR STRAMERS TO SAIL
	SHANGHAI On 31st Ang., 4 P.M.
	SWATOW, WEIGHAIWEL CHEFOOL
	SWATOW, WEIGHAIWEI, CHEFOO   "KUEICHOW" On 2nd Sept., 4 P.M.
	SHANGHAI "ANHUI" On 2nd. Sept., M'nigh
	MANILA, CEBU and ILOILO "TEAN" On 5th Sept., 4 P.M. CHEFOO and NEWCHWANG "NANCHANG" On 9th Sept., 4 P.M.
	CHEFOO and NEWCHWANG "NANCHANG" On 9th Bept., 4-1-st.
	DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
	S.S. "LINTAN " and S.S. "SANUI."
	A TECHNOTE A TECHNOTOR A RETURN OF A RECORD OF A RECOR

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and l'asmanian Ports.

MANILA LINE-TWIN SUREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon recommodation of S.E., "KAIFONG" is situated on Deck, aft.

SHANGHAI L. VE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI," "CHENAN," CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Faus in the State-rooms and Diving Saloon, leaving Hongkong for Shaughai direct every Thursday and Sunday, taking cargo on through. Bills of Lading to all Yangteze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the translipment at Woosang. TELEPHONE 36 REDUCED FARES:—SINGLE \$45......RETURN \$75.

For Freight or Passage apply to-Hongkong, 31st August, 1911. BUTTERFIELD & SWIRE, AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

### FOOCHOW SWATOW, A-MOY AND AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	the same training	LEAVING.	
"HAIYANG"		ans FRIDAY.		
"HAITAN"	Capt. J. S. Road	rsmore TUESDA FRIDAY		
	3 · · ·			

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent: on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.

Hongkon . 30th August, 1911.

# INDO-CHINA S. NAV. CO., LD.

			i i
PROJECTED SAILINGS FROM HO			
FOR	STEAMERS	TO SAII	L
* TIENTSIN VIA SWATOW & CHEFOO	"CHIPSHING"	. Friday: 1st	Sent Noor
**************************************	"NAMSANG"	. Friday. 1st	Sept. Noor
** SINGAPORE, PENANG LCALCULLA	"FOOKSANG"	Saturday, 2nd	Sept. Noor
* MANILA	"YUENSANG"	Saturday, 2nd	
† SHANGHAI	"HANGSANG"	Tuesday, 5th	Sont Noor
• MANILA	"LOONGSANG"	Saturday, 9th	Sept., 2 P.M
I SANDARAN	"MAUSANG"	Monday, 18th	Sept., Noor
RETURN TO		PAN	4.4
·			
(Decury)	NG 24 DAYS).	The state of the s	

The Steamers " Kutsand," " Namsand " and " Fooksand" learn about every 3 weeks for Shanghai and returning via Kobs (Inland Sea) and Moji to Hongkong, These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Pass mgers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yanglass Ports, Tsingtan, Weihalwei, Chefoo

Tientsin & Newshwang. I Taking Cargo on Through Bills of Lading to Kudat, Fahad, Datu, Simporns, Twao Usukan, Jesselton and Labanan, Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to . JARDINE, MAT HESON & Co., LTD., Hongkong, 31st August, 1911. GENERAL MANAGERS.

# HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

co MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all Enropean North Continental and British Ports also Prieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

		HOMEWARD.
	OPTWARD.	FOR HAVRE, BREMEN & HAMBURG:
	FOR SHNGRAL KOBE & YOROHAMA:	S.S. AMBRIA 31st Aug
	A OL BRAGARI, RUBE & TOROHAMA!	FOR HAVEE & HAMBURG:
		S.S. ALESIA 15th Sep
•	S.S. STFVIA 6th Sept.	FOR HAVEE, ROTTERDAM & HAMBURG:
	S.S. Sr. Fig. MBIA 20th Sept.	S.S. PREUSSEN 20th Sept
	S.S. BAYE! N 6th Oct.	FOR HAVRE, & HAMBURG:
	S.S. ARCAD'\ 18th Oct.	S.S. RHEINFELS 29th Sep
	S.S. SLAVONIA ord Nov.	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SCA DIA 16th Nov.	S.S. SUEVIA 12th Oc
	S.S. SPEZIA 2nd Dec.	FOR ROTTERDAM & HAMBURG:
ī		S.S. FURST BULOW 14th Oct

For Further Particulars, apply to-HAMBURG-AMERIKA. LINIE.

Hongkong Office. Hongkong. 26th August, 1911.

### TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING: CAPTAL : 21,000 ... W. W. Greene ... FRIDAY, 15th Sept., at Noon. AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, 6th Oct., at Noon. † TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, 13th Oct., at Noon + SHINYO MARU ... 21,000 ... H. S. Smith ... FRIDAY, 3rd Nov., at Noon. + Triple Scrows, turbine engines. Twin Scrows.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANG'IAI, NAGASAKI, KOBE, YOKKAI. CHI. YOKOHAMA and HONOLULU, on FRIDAY, 15th SETTEMBER, at NOON.

All Steamers argequipped with the Japanese Government Wireless Telegraph and Post Offices

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

		A)	Tons			Damer.	of Sailing	4
STEAMER RILYO MARII	4.	Ŧ.	10.500	1	SATURDAY.	14th	October.	at Noon.
HONGKONG KIYO MARU.	W . W	4 14	11,000 <b>17,</b> 500	***	WEDNESDAY TUESDAY,		December, February.	

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG: Yen 570.00. To VALPARAISO ....

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS: Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only). These magnificant steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO. MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with.

Turbine Enginee and Triple Screws. Record Speed 212 knots.

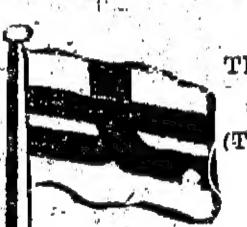
Through Bills of Lading issued to North, Central and South American Forts.

For Further Particulars as to Passage and Freight, apply to K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

### KAISHA. SHOSEN OSAKA

REQUEAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

# TRANS-PACIFIC SERVICE.



THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico,

LEAVES.

Connecting at TACOMA with

	JIM AND THE STREET	(Gross reg.)	9
VICTORIA B.C. & TACOMA VIA KE ELUNG, NAGASARI, KOBE, YOKKAICHI, SHIMIDZU 2Dd YOROHAMA	BEATTLE MARO	6,192 6,182	WED'DAY, 6th Sept., at 11 A.M. TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, Shanghar, Moji. Kobe, Yokkaichi, Shimidzu and Yokohama	MEXICO MANO	6,064 6,064	SATURDAY, 16th Sept. st 11 A.M. TUESDAY, 17th Oct. at 11 A.M.
y			

Courtal and South America.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS LEAVES.

TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 3rd Sept., at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 6th Sept., at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-IST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings 8. HIROL 772-778] MANAGER

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MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG." Capi. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,"

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

# NIPPONYUSENKAISHA



PORT SAID ...

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGHUNG-EUBJECT TO ALTERATION.

DESTINATIONS MARSEILLES, LONDON and ANTWERP, via SINGA-PORE. PENANG,

COLOMBO, SUEZ and

TONS SAILING DATES. STRAMBRE (WEDNESDAY, 13th TANGO MARU Sept., at Daylight. Capt. K. Kawura, KAMO MARU JWEDNESDAY, 27th Capt. F. L. Sommer. 9,090 1 Sept., a. Davlight. WEDNESDAY, 11th AKI MARU Oct., at Daylight.

Capt. K. Homma, § KAMAKURA SATURDAY, 9th VICTORIA, P.O. & SEATTL! . Capt. B. Kon, VICTORIA, B.C. and (SINABA MARU TUESDAY, 12th SEATTLE, vis KEELUNG. Capt. S. Tominaga, 7,000 SHANGHAI, MOIL KOBF, YOKKAICHI, SHIMIZU STAMBA MARU TUESDAY, 10th

Capt. K. Noda, and YOKOHAMA ... SYDNEY and MELBOURNE. via MANILA. THURSDAY J. YAWATA MARU ISLAND, TOWNSVILLE | Capt. T. Sekine, and BRISBANE SHANGHAL.

f FRIDAY, Septa-at Noon. J BINGQAMARU WEDNESDAY, 13th Capt. S. J. 13 Parson 7.000 KUMANO MARU NAGASAKI. KOBE and ( IWEDNESDAY, 270h YOKOHAMA Capt. M. Winekler, 6,000 ( Sopt, at NOON. MISHIMA MARU KOBE and YOKOHAMA (THURSDAY, 14 h Capt. A. E. Moses, 9,000 \ Sept., A. M.

BOMBAY via SINGAPORE & HAKATA MARU and COLOMBO ... Capf. K. Soyeda, Omitting Keelung and Shiniza.

Fitted with New System of Wireless Telegraphy. \* Carries Dock Passengers, # Cargo on y.

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KOBE AND CALCUTTA.

Regular Service (once in every 18 days) FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong ...

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BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911. SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Returu. Kobe Return. Moji Return. Nagasaki Return. **\$120** 8110 \$100 **\$90** IST CLASS

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(SUBJECT TO ALTERATION.) STEAMERS SAILING DATES 27.000 ..... FRIDAY, 8th Sept., at 1 P.M. 27,000 ... SATURDAY, 30th Sept., at 1 P.M. \* KOREA ... 18.000 SATURDAY, 28th Oct., at 1 P.M. 10th Nov., at 1 P.M. ...... SATURDAY. 25th Nov., at I P.M. 16th Dec., at 1 P.M. . \* KOREA ..... 18,000 ..... FRIDAY, 12th Jen., at 1 P.M. \* SIBERIA ..... 18,060 SATURDAY, 27th Jan., at 1 P.M.

\* Twin Screws. All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S "MANCHURIA" will be despatched for SAN FRANCISCO-VI. KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU. on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS. ACROSS AMERICA.

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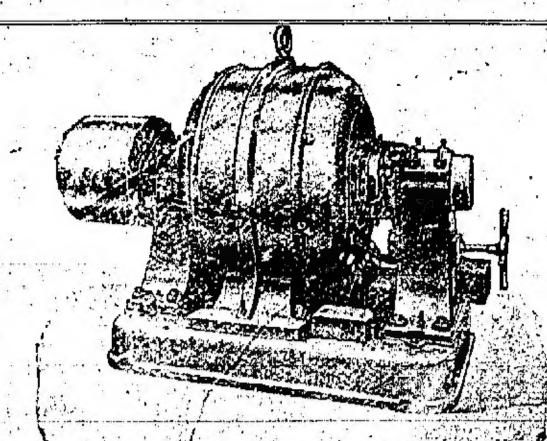
# INTERMEDIATE SERVICE.

CHINA......10,200 Tons...... FRIDAY, 1st Sept., at 1 P.M. PERSIA ..... 9,000 Tons ..... FRIDAY, 20th Oct., at 1 P.M. THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

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For further information as to Passage and Freight, apply to the Agency of the Companies

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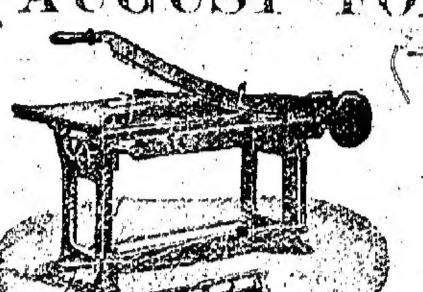
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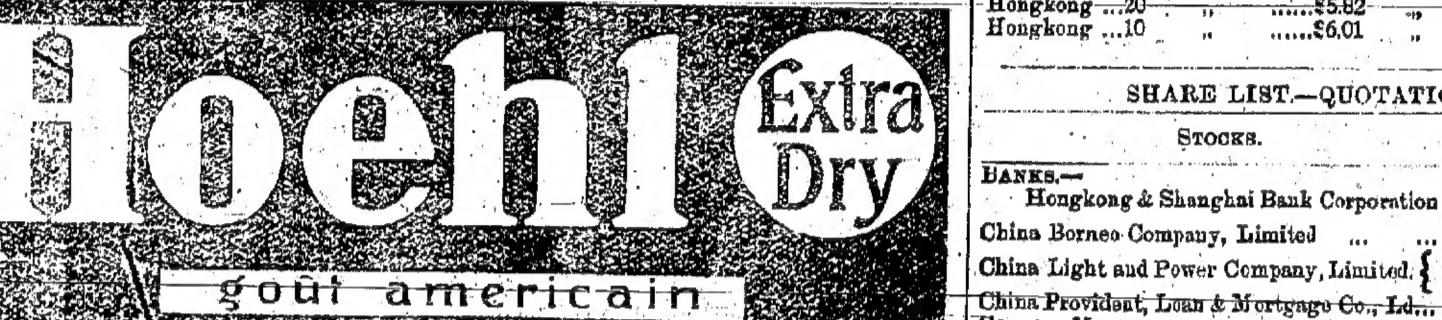
Hongkong, 25th Ameust, 1911



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BOOKBINDING.

FROMM, HONGKONG 4. Hongkong, 25th August, 1911.



Sole Representative for Hongkong and South China Hugo C.A. Fromm. Hongkong.

Hongkong - 25th August, 1911.

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Only fully prepaid letters and post cards are transmissible by the SIBERIAL Route to EUROPE,

Hongay Macao Shanghai Moji, Kobe, Yokohama and Portland  Haiphong Hoihow and Pakhoi Swatow, Chefoo and Tientsin Singapore, Penang and Colombo Shanghai, Kobe and Moji Manila (Taking Mails for Cebu and Hoilo) Thursday  Dagny Thursday, 31st, 11 Thursday, 31st, 12 Thursday, 31st, 3 Thursday, 31st, 5  Helone Helone Friday, 1st, 8 Friday, 1st, 8 Chipshing Friday, 1st, 10 Carmarthenshire Friday, 1st, 10 Namsang Manila (Taking Mails for Cebu and Hoilo) Thursday Island, Cocklown, Cairns	Ircadia, with the Siberian Mail, is due to arrive	ro to-morrow.
Shanghai  Moji, Koba, Yokohama and Portland  Haiphong Hoihow and Pakhoi  Swatow, Chefoo and Tientsin Singapore, Penang and Colombo  Shanghai, Koba and Moji Manila (Taking Mails for Cebu and Hoilo)  Thursday, 31st, 3  Thursday, 31st, 3  Thursday, 31st, 5  Helone Friday, 1st, 8  Friday, 1st, 10  Curmarthenshire Friday, 1st, 10  Curmarthenshire Friday, 1st, 10  Friday, 1st, 10  Thursday Island, Cocktown, Cairns	The state of the s	The state of the s
Haiphong Hoihow and Pakhoi Swatow, Chefoo and Tientsin Singapore, Penang and Colombo Shanghai, Kobe and Moji Manila (Taking Mails for Cebu and Hoile), Thursday Island, Cooklown, Cairns.	Chinhua	Thursday, 31st, 11.0) A N Thursday, 31st, 1.15 P N Thursday, 31st, 3.00 P N Thursday, 31st, 5.00 P N
Alanila (Taking Mails for Cebu and Hollo), Thursday Island, Cocktown, Cairns,	Pakhoi  Pakhoi  Debai  Penang and Colombo  Helene  Michael Jebai  Chipshing  Carmarthensh	Friday, lst, 8.00 A M Friday, 1st, 8.00 A M Friday, 1st, 10.00 A M Friday, 1st, 10.00 A M
Townsville, Brisbane, Sydney, Hobart, Yawata Maru Friday, 1st, 10.  Launceston, New Zealand, Melbourne, Dunedin, Adelaide, Perth, and Fremantle	king Mails for Cebu and Hollo),  Island, Cocklown, Cairns,  e. Brisbane, Sydney, Hobart, on, New Zoaland, Melbourne,	

Uniches	1 77 1	·: SEPTEMBER :
Haiphong	Helene	
Hoihow and Pakhoi	Alteract Jebsen	Friday, 1st, 8.00 A M
Swatow, Chefoo and Tientsin	. Curpsuing	Friday 1st, 10.00 A M
- Pingapore, Fenang and Colombo	. Unrmarthenshira	ំ ស្រុកស៊ីនីនេះ ។ និង២ 10.00 រ 🐯
- Shankusi, Koba and Muli		Friday, 1st, 10.00 A M
Manila (Taking Mails for Cebu and Hoile),		G. No.
Thursday Island, Cocktown, Cairns,		120
Townsville, Brisbane, Sydney, Hobart,	Yawata Maru	Friday. 1st 10.00 A W
Launceston, New Zealand, Melbourne,		Total Total
Dunedin, Adelaide, Perth, and Fremantle		
		Friday, 1st,
		Printed Matter and Sam
		mag pha soloan and a
	*	ples 10.00 A M
		Registration 10.15 4 20
BEARGHAI, NAGASAKI, KOBE, YOKOHAMA,	1.1. 0.40 100 100	(Registration, with late
HONOLULU AND SAN FRANCISCO	China	fee of 10 cents, up to
SIBERIAN MAIL TO EUROPE	Circum Many	11.00 A.M.)
DIDMINICA MAIL TO MURCHE		Registration, Kowlood
		В.О 9.30 д м
		No lato fee,
Charles Annual Control	71	Letters Noon
	Haryang	Friday, 1st, Noon.
	Sui Tai	Friday, 1st, 1.15 PM
	rooksang	Saturday, 2nd, 10.00 A M
EUROPE, &c., India via Tuticonin,		Saturday, 2nd.
(Links Lieuters 11.00 A.M. to NOON. Extra		Printed Matter and Sam-
Postage 10 cents,)		ples 10.00 A 31
(Supplementary mail on board up to the		Registration 10.15 A M
time fixed for departure of the mail-	of the second part of	Begistration, with lat-
Extra Pestage 10 cents)	Arcadia 3	fee of 10 cents up to
(Letters posted in all the Pillar Boxes in		10.45 A.M.)
time for the first clearance will be		Registration, Knyloo
included in this contract mail.)	*	B.O 9.30 A.M
. The Parcel Mail will be closed on	d	No late fee
Friday, 1st instant, at 5 P.M.		Letters 11.00 A M
Manila	Valous	
(Taking Mails for Cebu and Iloilo)	Yuensang	Saturday, 2nd, 1.00 P M
Blacao	Sui Tai	Saturday, 2nd, 115 P M
Swatow, Weihaiwei, Chefoo and Tientsin	. Kueichow	
	[	Saturday, 2nd,
-		Registration, Kowlook
		B.O 3.00 PM
SHANGHAI, NAGASAKI, KOBB, YOKOHAMA,		Printed Matter and Sam-
VICTORIA AND VANCOUVER (B.C.)	Empress of India	ples 4.00 P M
SIBERIAN MAIL TO EUROPE	The state of The state of	Registration 315 P M
		(Registration, with late
	1	fee of 10 cents, up to
		4.00 P M)
Of the state of th		Lotters 5.00 P M
Shanghai,	Anhui	Saturday, 2nd, 5.00 PM
Shanghai	Bangsang	Tuesday, 5th: 11.00 AM
Swatow, Amoy and Foochow	flaiching	Tuesday, 5th, Noon
Manila, Cebu and Iloilo	Tean	Tuesday, 5th, 3.00 P.M
Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma		_
Victoria and Tacoma	Dente 22 11 14	Wednesday, 6th, 10.00 A M
		Wednesday, 6th,
		Printed Matter and Sam.
	•	ples 10.00 s not
EUROPE, &c., INDIA VIA TUTICORIN)	Y	Registration 10.0) A M
(Late Letters 11.00 A.M. to 11.30 A.M.)	Print Tailing	(Registraction with late
Extra Postage 10 cents.)	The Breatesty 1	fee of 10 cents, up to
		10.45 A.M.)
		Registration, Kowlcon
		B.O 9.30 A M
		No late fee.
Koha Vekahama Viataria Masama	, , , ,	Letters 11.00 A M
Kobe, Yokohama, Victoria Tacoma, Van- couver and Seattle	Bellerophon	Wednesday, 6th, 200 P M
AND TOW A MADE ONE WAS ARREST	Type 14	
Manila (Taking mails for Cebu and)	Haitan	Friday, 8th, Noon
Hoile ), Angaur, Yap, Friedrich,		-
Wlilhelmshafen, Rabaul, Herbertshohe,		
Matupi, Brisbane, Sydney, Hobart,	Cobling	Friday. 8th, 5.00 PM
Launceston, New Zealand, Dunedin, Mel-		
bourne, Adelaide, Perth and Fremantle		
Manila	<b>-</b>	

(Taking Mails for Cebu and Iloilo)

Chefoo and Klewchwang ...

Loongsang ... Saturday, 9th, 1.00 P M

Saturday,

9th. 3.00 P M

### COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

		- q 1 1	
1.	Au	gust 30tl	lı.
ON	LONDON:-	D	
	Telegraphic Transfer	1/9 孟	
• .	Bank Bills, on demand	1/91	-
	Bank Bills, at 30 days' sight	1/9.2	
	Bank Hills, at 4 months' eight	1/98	
54	Credits, at 4 months' sight	1/97	
	Documentary Bills 4 months sig	ht1/10	
ON	PARIS :-	,,	
	Bank Bills, on demand	226	
•	Credits, at 4 months' sight	230	
ON	GERMANY:-	1.1	
	On demand	1831	
~	47	7	1

ON NEW YORK:-Credits, at 60 days' sight .......442 ON BOMBAY:--ON CALCUTTA:-On Shanghai:--ON SINGAPORN: -On demand .......76 ON BATAVIA :-- On demand ........... 10/8

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20,000

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8,000

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40,000

60,000 50,000

10,000

55,700

36,000 400,000 7,000 60,000

15,000

50,00

60,000 15,000

10,000 20,000 24,000 8,000 10,000 12,400 12,000

50,000 150,000 6,000 78,000 12,500

16,000

200,000 25,000

50,000

75,000

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Tls. 423.

Tls. 61.

\$24, sales

849, bayers

\$8, sellers

\$213, sellers

\$116, sales

\$175, sellers

\$72, sales

\$7 | \$61, buyers

\$50 | \$202, buyers

\$20 \$125, buyers \$25 \$105.

\$50 \$350, buyers

\$100 \$815, sales \$60 \$215, @ Ex73,

830 | 327s. buyers

all \$45, buyers

all Tls. 905

8101, buyers 87½, buyers

82.65, buyers

85, buyers

\$140, buyors

\$10, buyers

\$20, buyers

3281, buyers

\$261 \$161

\$4. sellers

\$2, buyers \$6

\$15, buyers

\$12, buyers

Quotation.

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all Tis, 23.

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